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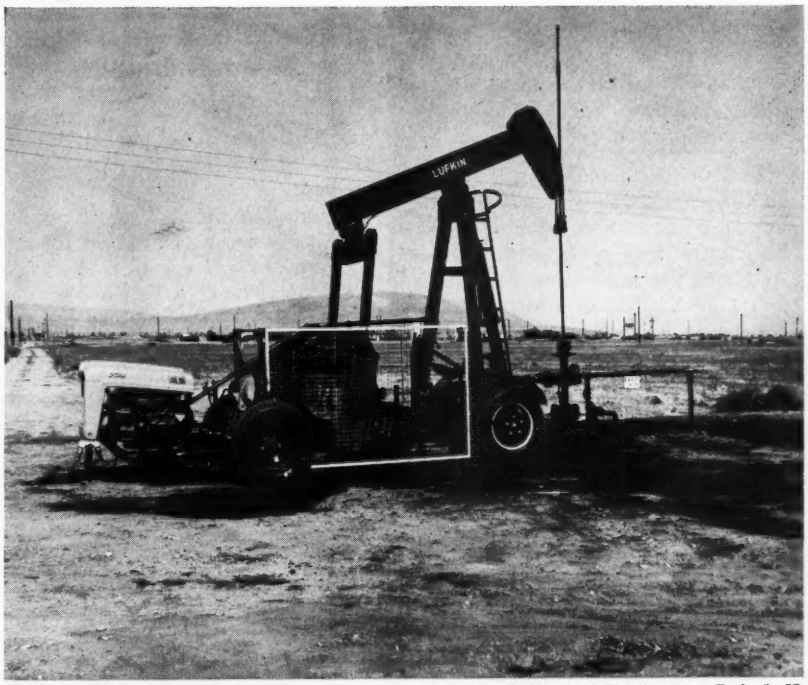
Self-Propelled Pump Unit

Necessity is the mother of invention, according to a time-tested saying, and the need for a certain piece of oil equipment in the Tejon field, 25 miles south of Bakersfield, has led to development of what probably amounts to California's first self-propelled pump unit.

Jim Armstrong, Drilling & Production Company manager, designed the unique self-propelled pump unit for use in pumping six wells on the J. V. lease in the main Tejon field. High bottomhole pressure and low permeability made each well particularly suited for the pumping-in-relays experiment. Initial savings effected by use of the self-propelled pump unit have been estimated at approximately $15,000.

Component parts of the new device include a Lufkin T5 7B pump unit with 42-inch stroke and a 40-horsepower Ford tractor engine with steering gear and two axles.



Self-propelled pump unit used to pump six wells on Drilling & Production Co.'s J. V. lease in the Tejon field.

Jim Armstrong, manager, Drilling & Production Co., demonstrates first step in moving the self-propelled pump unit—unhooking from the polish rod.

Power for the pump unit is furnished by an electrically-operated, 10-horsepower motor.

Built to specifications by Hopper Machine Works, the self-propelled unit cost approximately $3,800, excluding the pump unit. Detail engineering was handled by Hampton Lee.

Here is how the mechanical monster operates.

The self-propelled unit is driven ahead over a metal base on the concrete mat of the well to be pumped. The metal base serves as a guide and a stop to align the unit in exactly the proper position for pumping.

After the unit has been unhooked from the polish rod, two tie-downs are loosened and electric power is disconnected.

There are two tie downs to secure the unit in position. After the self-propelled unit is in position, electric power is connected with the 10-horsepower pump motor and the unit is connected at the polish rod, completing preparations for the pumping job.

Moving and setting-up the self-propelled pump unit is strictly a one-man job, and it takes on the average 20 minutes to disconnect from one well and hook on to another for pumping operations on the J. V. lease at Tejon.

Drilling & Production Company uses the unit to pump six wells, each of which is approximately 2,600 feet deep. Each of the wells makes about five barrels a day of oil, and the accumulation of six days' production—30 barrels—is pumped from the hole once every six days as the unit is rotated from one well to the other.

Obvious advantages of the self-propelled pump unit are savings in power, savings in rod, tubing and pump wear, and salvage of pump units—five in Drillpro's case—which would normally be set over each producing well. Drillpro plans to use five of the pumps formerly used on the six wells for its new "five-spot" wells at Tejon.

Gene Swindle is production foreman for Drilling & Production Company, while Bill Kelly is the company's pumper in the Tejon field.

The Evolution of the Modern Gas Engine

By R. F. Kymer
The Cooper-Bessemer Corporation
Mount Vernon, Ohio

The evolution of the modern gas engine is reflected in the histories of both the C. & G. Cooper Company and The Bessemer Gas Engine Company, now The Cooper-Bessemer Corporation.

In 1908, or thereabouts, The C. & G. Cooper Company began building large, cumbersome, double-acting, horizontal four-cycle gas engines. At about the same time The Bessemer Gas Engine Company was pioneering in the two cycle field. Over the years various refinements reduced the bulkiness and increased the speeds of the engines until, in the twenties, the Cooper Type 80 and the Bessemer Type 10, both horizontals, received a certain amount of fame.

From this early beginning of two cylinder horizontal engines, progress followed logical steps. First was the advent of the multicylinder vertical engine, to meet demands for increased horsepower per unit size. In 1936 Cooper-Bessemer brought out its GMR, multicylinder two cycle vertical engine. It had a 12" bore x 14" stroke, 300 rpm and was rated 50 hp per cylinder. In 1938 our GMV angle compressor engine was placed in service. It is a 14" bore x 14" stroke, 300 rpm, two cycle unit and the rating was increased to 100 bhp per cylinder.

The next phase in the development of the modern engine was in the economy of operation. Some of the early two cycle engines used over 15 cu. ft. of gas per horsepower hour. By utilizing a new type valve which adjusted the timing of the admission of gas to the cylinder, a substantial saving of gas, along with excess scavenging air, was accomplished.

From 1926 until 1945 there was very little improvement in the fuel economy of gas engines. As far as we know, The C. & G. Cooper Company, in 1927, was among the first to attempt burning gas in a high compression engine. The experiments, done on a four cycle gas engine, at first consisted of merely injecting high pressure gas into the cylinder at the same point as fuel oil is injected into a Diesel engine. This arrangement was unsatisfactory so we added a Diesel fuel nozzle which injected a small portion of oil with the natural gas. The engine then operated successfully but was not yet placed in production, since, from a commercial standpoint, more experimentation was needed.

With the supercharged Diesel engine pointing the way to high thermal efficiencies, we became concerned with the possibility of raising the gas engine to the same high degree. When we learned that efficiency is largely a matter of compression ratio, it seemed impossible to raise the efficiency of the gas engine, since even the slightest increase in compression pressure caused self-ignition and a resultant detonation and high peak pressures.

The table shows that as pressure increases the ignition temperature of the air-gas mixture decreases. This would indicate that it is impossible to burn many gaseous fuels

Properties of Typical Gaseous Fuels*

Name	Chem. Formula	Heating Value Btu/ Cu. Ft.	Ignition Temp. 1 Atmos.	5	F. 10	30	Limits of Inflammability % of Gas in Mix.	
Methane	CH4	998	1340	1215	1115		5.0	15.0
Ethane	C2H6	1746	962				3.1	12.5
Propane	C3H8	2487	914				2.1	10.1
Butane	C4H10	3231	950				1.9	8.4
Acetylene	C2H2	1474	804				2.5	80.0
Ethylene	C2H4	1571	1004				2.8	28.6
Propylene	C3H6	2323	856				2.0	11.1
Benzene	C6H6	3702	1078	685	585	500	1.4	6.8
Toluene	C7H8	4427	1026				1.3	6.8
Hydrogen	H2	329	1130	1112	1100		4.0	74.2
Producer		137					20.7	73.7
Blast Furnace		97					35.0	73.5
Sewer		4-770						

*From "Gaseous Fuels" by L. Shidman & Mark's "Mech. Engr's. Handbook," 4th Edition.

The Idea's the Thing...

Oil discoveries start as an *idea.*

Lots of other elements are needed — geological savvy, leases, drilling skill and plenty of hard, spendable dollars.

But the thing that counts most is somebody's good idea. General Petroleum is constantly seeking new ideas for finding additional sources of crude oil in the Western United States.

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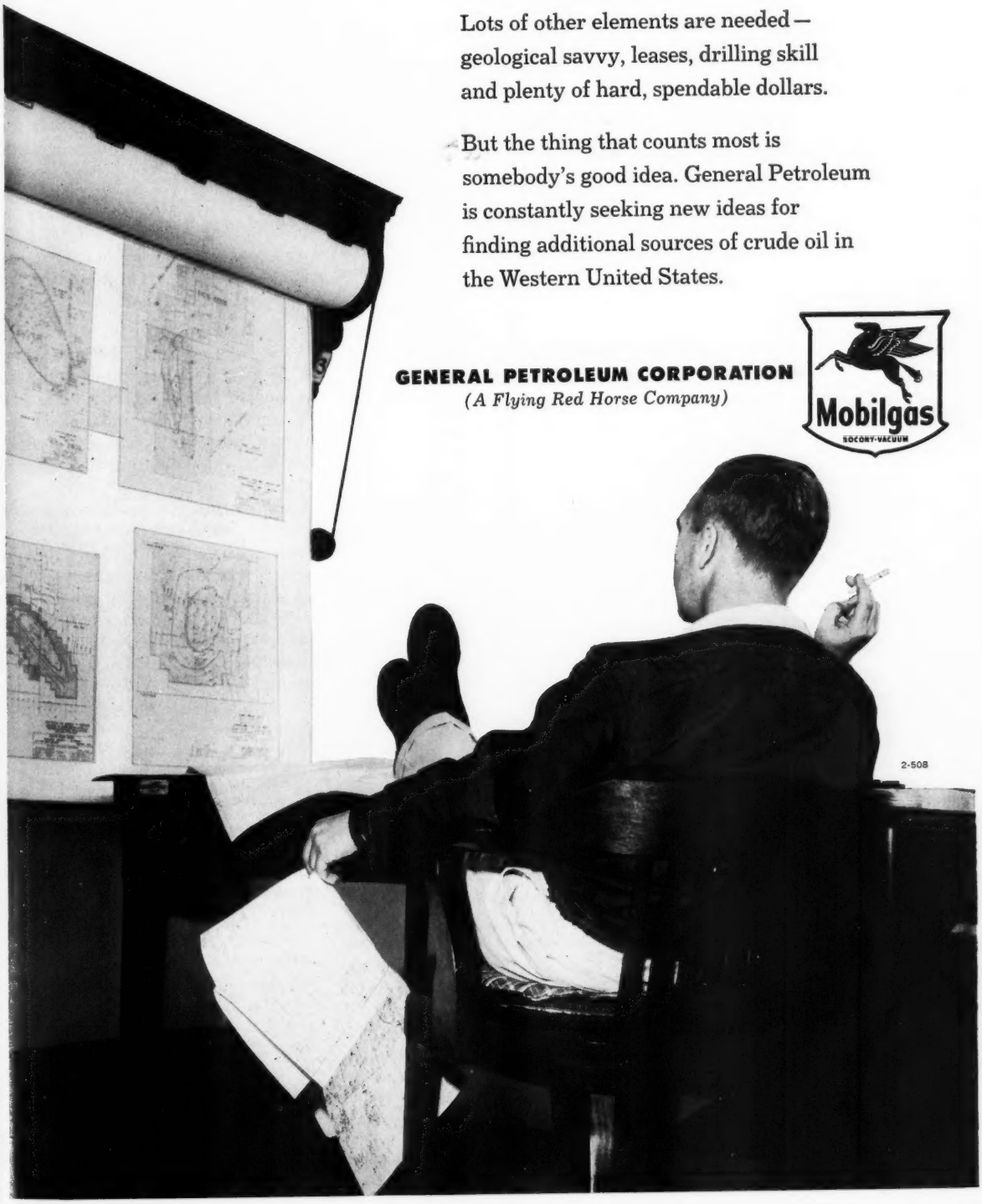


in high compression engines. However, there are limits of inflammability for all gases. These limits are those air-fuel ratios at which the gas will not self-ignite and holds true even if the compression temperature of the air-fuel mixture in an engine cylinder is higher than the ignition temperature. Thus, we are able to control the burning of gas in an engine.

Another item which must be taken into consideration is the critical compression ratio:

Critical Compression Ratios of Gases in Spark or Pilot Oil Ignited Engines*

Name	C. C. R.
Methane	15
Ethane	14
Propane	12
Butane	6.4
Acetylene	4.6
Ethylene	8.5
Propylene	8.4
Benzene	15
Toluene	13.6

*From Mark's "Engr's. Handbook," 4th Edition.

This table indicates that even though the air-gas ratio can be controlled so that the mixture is beyond the limits of inflammability, there can be self-ignition and detonation if the compression ratio of the engine is above that listed in the table, based on average temperatures normally found at engine intake.

The discovery of a method of raising the self-ignition temperature of a combustible mixture led to the development of the Gas-Diesel engine. We found that by adding natural gas to the air stream entering a Diesel engine, self-ignition could be controlled. The various air-fuel ratios that could be used varied from a peak of 17 to 1 to a minimum of 30 to 1. The right limit being governed by detonation and the lean by failure to support combustion.

Through continual research and development of the Gas-Diesel engine we finally reduced the required fuel oil for ignition of gaseous fuels to 3% of the total. The next step was the successful attempt to substitute an electric spark for the minute quantity of oil needed to support combustion. When this was done, what we now think of as the modern gas engine came into being.

After many months of experimental work we finally arrived at 255 psi as the most suitable compression pressure for the two cycle gas engine. The first installation of such an engine was a GMV unit. The horsepower rating of this engine was increased 10% and the fuel consumption was reduced from 10,000 to 8,500 btu. The largest of our present two cycle engines is the GMW, an 18" bore x 20" stroke engine rated 2500 bhp at 250 rpm in the 10 cylinder unit. The specific fuel consumption of this engine is 7500 btu.

The progress in the four cycle turboflow and supercharged gas engines has kept pace with the two cycle unit. In the turboflow units the BMEP rating for the two valve head engines has been increased from 80 to 90. The specific fuel consumption has been decreased from 9500 **btu** to 7000 **btu.**

The four cycle supercharged spark ignited engine is rated at 135 BMEP, the same as the supercharged Gas-Diesel. The specific fuel consumption is 6600 BTU for the spark ignited engine and 6400 for the Gas-Diesel engine. It is significant that the individual cylinder exhaust gas temperatures of the supercharged gas engine at 135 BMEP is 235° F., lower than the low compression gas engine at 70 BMEP. This means that the heat stresses to which a cylinder head, piston and exhaust valves are subjected is less at 135 BMEP than at 70 BMEP on the conventional engine.

One further step in the advancement of the modern gas engine has taken place with the advent of combustion air conditioning. This has been accomplished in several ways, including: (1) evaporative cooler in the air intake—this is effective on four cycle atmospheric engines; (2) radiator type cooling—this method is effective on the discharge side of the turbocharger on supercharged engines; (3) combination of evaporative and radiator cooling—this system can be used where only small quantities of water are available, as normally only .3 lbs. per BHP hour of make-up water is required; (4) shell and tube cooler mounted after the turbocharger and followed by an evaporative cooler furnishes greater cooling and humidification than any of the other systems. One installation is so controlled that the air temperature to the engine never exceeds 85° F.

The latest development for two cycle engines has been the use of turbochargers. We started working on this development more than three years ago and until recently have kept the program under cover. Last spring, however, one engine builder announced that he felt that such an engine could be offered for general use. The announcement aroused considerable interest in this method of scavenging two cycle gas engines, and we decided it was time one of our engines should be put in the field where we could observe it under actual operating conditions; therefore, a GMV-10 turboflow engine, normally rated at 1100 BHP, was converted to turbocharging and has been in operation on the line since mid December.

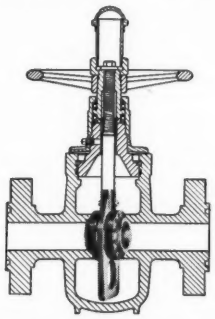
Most engine builders started with constant pressure turbocharging. This type requires some additional means of supplying combustion air for starting the engine and of continuing to supply combustion air up to a load, which, until comparatively recently, was higher than many of us were willing to rate engines. Our first experimental work was with a combustion chamber which ran the turbocharger as a gas turbine to aid starting and provide scavenging air up to the loads where the turbocharger could take over alone. After lengthy experimentation we decided to concentrate on a self-starting system. This was soon accomplished and since then has been no problem.

The advantages of this type of a two cycle gas engine depend on what you compare it to. As far as fuel consumption is concerned, it appears at the present time that the ultimate on the turbocharged two cycle unit is 7000 BTU. If this is compared to units in the field operating on 10,000 BTU, considerable savings can be shown. If compared to units operating on 8300 BTU, the savings become less. Still less savings are to be made if we compare it to our engine which operates at 7500 BTU. The engines equipped with gear driven centrifugal blowers have a fuel consumption of 7200 to 7400 BTU, depending on the size.

We must also take into account

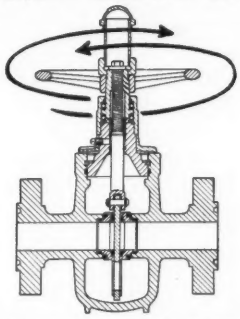
Here's everything you want in a gate valve

POSITIVE SHUTOFF—TIGHT AS A LINE BLIND



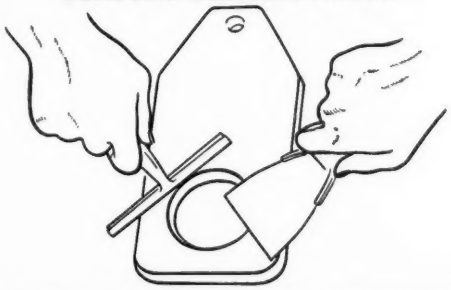
Positive dead-tight seal with pressure on either side of gate. Grove Seal-"O"-Ring Gate Valves also serve as a line blind.

LOWEST TORQUE—OPENING AND CLOSING



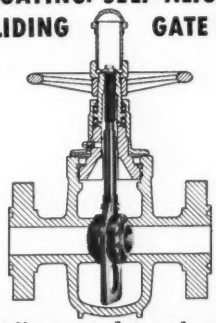
Parallel-sided full-opening port plate is non-wedging, non-galling, non-distorting. Torque required to open or close valve is less than other types of gate valves.

DUAL SELF-CLEANING ACTION



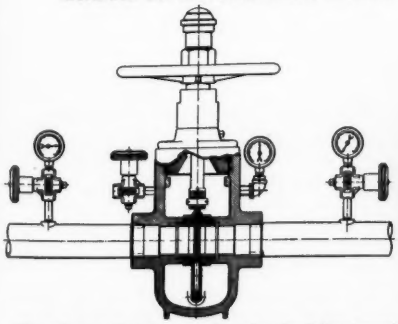
Steel seat assemblies and resilient "O" ring seals are in constant contact with full-opening port plate. Seating surfaces are stripped clean, squeegeed and polished with each operation.

FULL-FLOATING. SELF-ALIGNING FREE-SLIDING GATE ACTION

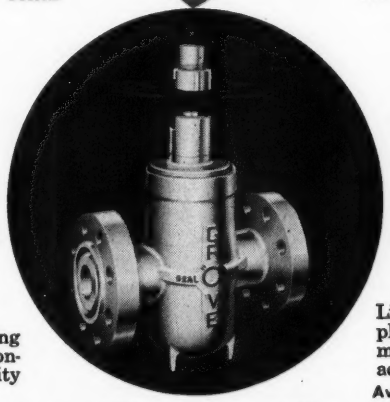


Open, closed or throttling, port-plate and seats are free-floating for perfect self-alignment, constant dead-tight seal, easy sliding action, imposing no strain or stress.

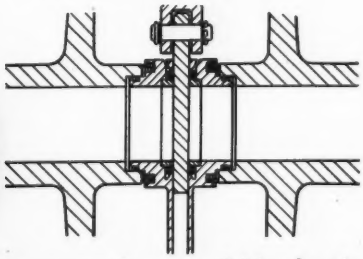
CHECK IT IN THE LINE—ANY TIME



Freedom of gate can be checked by turning hand-wheel, without "breaking" the seal. Non-variance of gauge pressure on body cavity verifies dead-tight seal of valve.



THE GREATER THE PRESSURE THE TIGHTER THE SEAL



Line pressure forces parallel-faced port plate against seat assemblies for positive metal-to-metal seal plus dual sealing action of resilient "O" rings.

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the rating at which the unit can be operated. The engine we have been running in the field has been operating between 1350 and 1500 BHP. On the test floor we have operated these engines at higher ratings. Although we are enthusiastic about this, we have learned in the past that proper engine ratings do not always depend on the percentage of overload ability, but, on the other hand, is more a matter of cylinder, ring and piston life. Such things can only be determined under actual operating conditions and, of course, should include operation during a hot summer in order to see what effect temperature has upon the operation.

(Delivered before recent meeting of C.N.G.A.)

Standard Dedicates New Addition to Refinery

Standard Oil Company of California's new $20,000,000 catalytic cracker was dedicated recently at the Company's El Segundo Refinery.

Company President T. S. Petersen said the cracker adds 40,000 barrels to the refinery's daily cracking capacity for manufacturing improved high-grade fuels now in increasing demand for today's and tomorrow's more powerful motor cars.

The towering cracker, begun in mid-1953 and given its final "shakedown" tests over the past several weeks, completes a large-scale cracking project that also includes a 52,000 barrel-a-day "residuum stripper" for the production of feed stock.

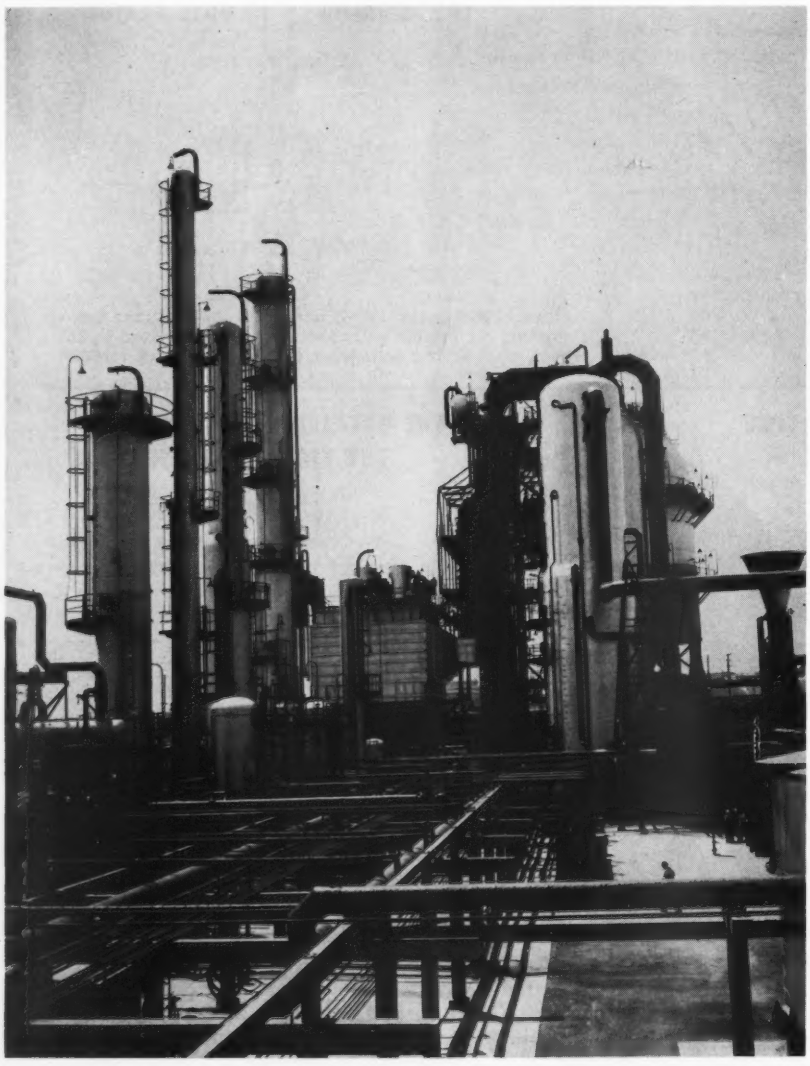
An important segment of the project is a plant for the recovery of hydrogen sulfide gas, another phase of Standard's long-standing program of avoiding air pollution. The H2S plant will convert trapped fumes into sulphuric acid.

Addition of this gas recovery system brings the Company's total outlay for the control of emissions at El Segundo to more than $6,000,000 since 1926, Petersen said. The refinery and all other Standard installations in the area are 100 per cent in compliance with regulations of the Los Angeles Air Pollution District.

In the manufacturing process employed by the new cracking project, the "stripper" liberates gas oil fractions that are locked in the tarry residues left over after ordinary refining processes.

The gas oil is then fed to the cracker itself, where it is converted into more useful products through the action of thousand-degree heat and a fluid catalyst consisting of microscopic spheres of metallic oxides.

Output of the plant consists primarily of high-octane aviation and automotive gasoline components, as well as fractions which ultimately are employed in the manufacture of phenol at another newly-completed plant in Richmond.



Standard Oil Company of California's $20,000,000 Fluid Catalytic Cracking Unit at El Segundo just completed. Left to right: recovery section, catalyst precipitators installed to avoid air pollution, reaction section.

Symposium on Methods Of Testing Liquefied Petroleum Gases

A Symposium on Methods of Testing Liquefied Petroleum Gases will be held September 27 and 28, 1954, at the Statler Hotel in St. Louis, Missouri, jointly sponsored by ASTM Committees D-2 on Petroleum Products and Lubricants and D-3 on Gaseous Fuels; the Natural Gasoline Association of America; and the California Natural Gasoline Association. This is the first symposium of its kind dealing strictly with liquefied petroleum gases.

During the two full days of technical papers some of the specialized testing apparatus for liquefied petroleum gases will be on display.

Further information can be ob-

tained from the general chairman of the symposium, Mr. B. J. Heinrich, Manager, Analytical Laboratory, Phillips Petroleum Company, Bartlesville, Oklahoma.

The program of technical papers to be presented is given below. Each registrant at the symposium will receive preprints of all papers, with the exceptions noted in the program.

Monday Morning Session—
September 27, 1954
Presiding Chairman—
C. M. Heinen, Chrysler Corporation

9:00—Introductory Remarks by General Chairman, B. J. Heinrich.

9:05—Keynote Address—"LP-Gas Looks Forward," R. C. Alden, Chairman, Research Planning Board, Phillips Petroleum Company.

9:20—The Testing of Liquefied Petroleum Gases and Similar Hydrocarbon Gases, Some Notes on Procedures Currently Used in the United Kingdom — The Petroleum Gases Panel of the Institute of Petroleum.

9:45—Application of Infrared Techniques to Petroleum Gases—W. A. Patterson, Baird Associates, Inc.

10:20—Low Temperature Distillation Analysis of Liquefied Petroleum Gases—W. J. Podbielniak, Podbielniak, Inc.

10:55—Mass Spectrometry for LPG Analyses—A. P. Gifford, Consolidated Engineering Corporation.

11:20—Methods of Analysis of Liquefied Petroleum Gases—J. A. Estes, The Texas Company.

11:40—Physical Properties and Analysis of Lower Hydrocarbons—A Review—R. F. Robey, Standard Oil Development Company, Esso Research Center (Preprints of this paper are not available).

12:15—Lunch.

Monday Afternoon Session—
September 27, 1954
Presiding Chairman—L. T. Bissey, The Pennsylvania State University

2:00—An Analyzer-Recorder for Measuring Hydrogen Sulfide in Air and Hydrocarbon Gases—E. B. Offutt and L. V. Sorg, Standard Oil Company (Indiana).

2:20—Polarographic Determination of Elemental Sulfur in Liquefied Petroleum Gases—J. B. Gregory and G. Matsuyama, Union Oil Company of California.

2:35—Determination of Free Sulfur in Liquefied Petroleum Gas by Ultraviolet—J. F. Hickerson, W. B. Lewis and B. J. Davison, Humble Oil and Refining Company.

2:55—Determination of Hydrogen Sulfide and Free Sulfur in Liquefied Petroleum Gases—W. H. Alderson, B. A. Eckerson and J. G. Foulds, California Research Corporation.

3:10—A Simplified Amperometric Method for Determining Mercaptan-Sulfur in Liquefied Petroleum Gases—M. W. Scoggins, M. D. Grimes, J. E. Puckett and P. H. Warner, Phillips Petroleum Company.

3:25—Determination of Individual Mercaptans in Liquefied Petroleum Gas by Mass Spectrometer—J. F. Hickerson and W. B. Lewis, Humble Oil & Refining Company.

3:45—An Oxygen Lamp for Sulfur Analysis—D. M. Mason and C. E. Hummel, Institute of Gas Technology.

3:55—Determination of Total Volatile Sulfur in Liquefied Petroleum Gas—J. E. Walker, Humble Oil and Refining Company.

4:10—Continuous Sulfur Measurement—Henry Landsberg and Edward E. Escher, Consolidated Engineering Corporation.

4:30—Estimation of Oxygen in Hydrocarbon Gases — Harner Eby, Universal Oil Products Company.

4:45—Adjournment.

Tuesday Morning Session—
September 28, 1954
Presiding Chairman—A. C. Lyles, General Petroleum Corporation

9:00—The Copper Strip Corrosive Sulfur Test in LPG—D. A. Shock, Continental Oil Company.

9:20—Determination of Contaminants in Propane and Butane—W. R. Dietz, National Petro-Chemical Corporation.

9:40—L.P.G. Moisture Testing by Dew Point Methods—W. A. Hartmann, Phillips Petroleum Company.

10:00—Determination of Water in Liquefied Petroleum Gas by Acetyl Chloride—J. E. Walker, Humble Oil & Refining Company.

10:15—Water by the Cobalt Bromide Test—J. W. Martin, G. L. Wherry and S. T. George, Shamrock Oil and Gas Corporation.

10:35—Factors Affecting the Cobalt Bromide Test for Water in Propane—R. M. Gentry and V. H. Gunther, Shell Oil Company.

10:55—Some Considerations Affecting the Attainment of a True Sample of Gas from a Cylinder of Volatile Liquid — S. Schuhmann, National Bureau of Standards.

11:10—Determination of Trace Amounts of Carbonyl Sulfide in Gaseous Hydrocarbons—Robert E. Snyder and Ralph O. Clark, Gulf Research and Development Company.

11:30—Prepared Discussion on Carbonyl Sulfide.

11:45—Lunch.

Tuesday Afternoon Session
September 28, 1954
Presiding Chairman—
C. E. Webber, Sun Oil Company

1:30—LPG Testing from a Transit Users Viewpoint—C. W. Ricker, Jr., Chicago Transit Authority.

1:50—Safety in the Field of Transportation — Leonard Andrews, Petrolane, Ltd., Subsidiary Company, Andrews Butane Company (Preprints of this paper are not available).

2:10—Sampling for Safety—W. M. Hartz, Mine Safety Appliances Company.

2:30—Analysis of LPG Gases by Fractional Adsorption—L. V. Guild, Burrell Corporation.

2:50—The Application of Infrared Methods to Light Hydrocarbon Gas Analysis—P. A. Wilks, Perkin-Elmer Corporation.

3:10—Specific Gravity of Commercial Propane from Correlations with Vapor Pressure and Olefin Content—W. H. Alderson and H. I. Allen, California Research Corporation.

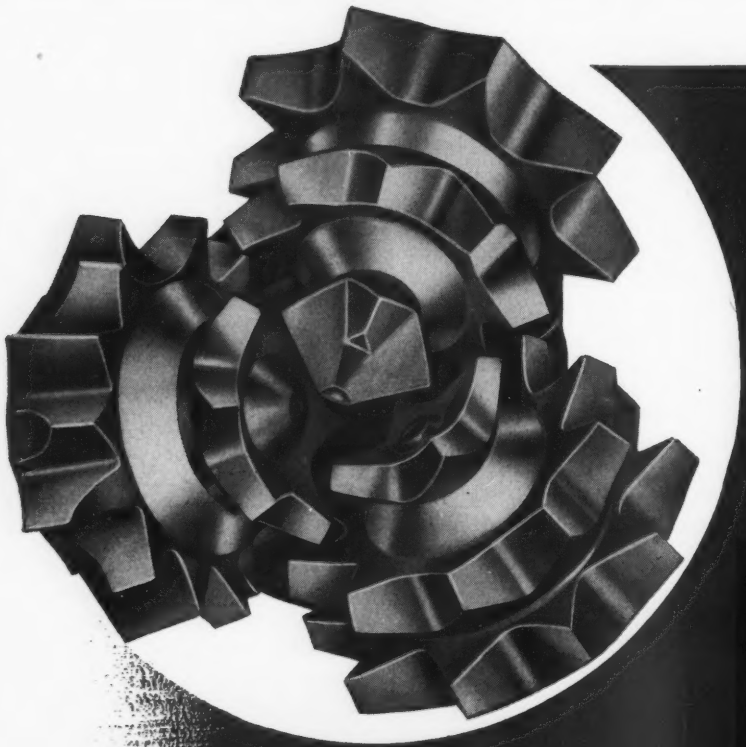
3:30—An Improved LPG Hydrometer for LPG Products—L. C. Jernigan, Warren Petroleum Company, and W. Chandler, Chandler Engineering Company.

3:50—Specific Gravity of Liquefied Petroleum Gas: Pycnometer Method—Dan E. Smith and E. J. Gatchell, Phillips Petroleum Company.

4:10—The Determination of Small Quantities of Air in the Vapor Phase of Cylinders Containing LPG—H. W. Tompkins and V. R. Ratzlow, Phillips Petroleum Company.

4:25—Installation of Equipment for Detecting Light Hydrocarbons in Cooling Water—J. W. Moore and R. E. Hyzer, Sinclair Rubber Inc.

4:45—Adjournment.



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THE GRAPEVINE

By RICHARD SNEDDON

Another Texas Invasion

A few Wednesdays ago at the Jonathan Club we joined the friends of two noted Texans, Ed Trout, the Lufkin executive from the village of the same name, and Alvin "Dutch" Zwerneman, the Atlas Pipe Company prexy from Houston, in as nice a season of pleasurable wassail as has been staged since the days of Henry VIII. These two chaps have more acquaintances than a pair of high school tackles with a red convertible and they are admirable hosts, so this annual assembly has become one of the most delightsome conventicles on the crowded petrolic calendar. Certainly you couldn't ask for a finer representation of the oil people than the one in which we found ourself practically engulfed immediately upon arrival.

We Do Some Mingling

Having greeted and been greeted by our hosts we proceeded without further dillying around the dally to our favorite pastime, mingling, and, bless our soul, in slightly less than no time we had mingled with more consequential people than you'd find

Candid shots taken at the Ed Trout and "Dutch" Zwerneman party.

in the Philharmonic on the opening of the opera season. Among the first we spotted was Bill Kinder, the Emsco veep, who had hardly had time to take the lei from his neck, following a vacation jaunt to Honolulu with Ed Webb, as announced in the last Grapevine. Then there was Pike Eimer, the highly regarded Standard purchasing chap from San Francisco, and several of the local purchasing potentates, including Walt Williams, "Tich" Tichenor, and Fred Eberly, not to mention an interesting delegation from Murphy Coyote, in the persons of Charles Beyrle, Bill Cochems, Art Wilson, and Jack Bagnall.

A Braw Laddie Arrives

That noted Caledonian, John McLeod, of Macco Corporation fame, dispensed a morsel or two of Gaelic philosophy, and after dinner teamed with Charlie Perkins to take Monte Lindmoe and Fred Currie for a gin rummy ride from which the latter are still suffering. Shell Oil Company was well represented by Ed Masters, Bert Eastin, Dutch Schmieder, Bob Kettenburg, Paul Lehr, and D. K. Stewart, and Dutch contributed one of the better after-dinner stories. From Signal Oil & Gas Company came the well known quartet organizer, Walt Greenfield, Paul Andrews, the P.P.P. historian, Frank "Dutch" Lortscher, dispenser of laughing waters for the same, Kenny Dale, usually found on the P.P.P. reception line and Bob McCament, about whom our operatives reported nothing except that he is well regarded both inside and outside the Signal boundaries.

An Ode to Ojai

The Richfield contingent was made up of Bob Pollard, the production whiz; Windy Payne who was resident engineer in California when we first went there following the company's big strike a few years ago; Emery Squires, the recently elevated director of purchases; Bill Kreiger, the purchasing chap and popular Nineteener; Cec Martin who seems to know and be known by everybody in the industry; and that lucky chap Harold Hassell who functions as division superintendent up in Ojai, a lovely spot! Then there were Clint Fiddleman and R. A. Holman from Amerada, Clint, we were pleased to note, looking fitter than a Turin Verein Gymnast. And flying horsemen we spotted during the evening were Hal Marsh, a substantial citizen of Vernon and one of the west's most widely recognized production authorities; John Hills, an equally reputable engineer, and an adept fly fisherman; Don Dawkins, chief maintenance engineer, one of the more popular pioneers; and Ollie Branyon, the high heaving divot lofter and purchasing biggie.

News for Joint Venturers

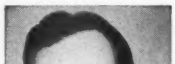
Speaking of golfers, it was our pleasure to hold brief converse with Sam Patterson, the Bankliner, who, we are sure, must often wish he could use a brassie in his domino games. From the camp of the 7600 we noted Charlie Perkins, the pride of Los Nietos; his right hand man, Ray Zell, with whom we used to be distantly associated down at Wilmington refinery years ago; and Milan Arthur, the sharp young engineering whiz. By the way, we forgot to mention among the G.P. platoon, Doug Kingman, joint venture man which is a good thing to remember in case you should ever want to venture into a joint. We have already mentioned Fred Currie, the amiable Copperweld executive, but should remark that Hal Davis, also a successful distributor and former Nineteener Big Shot was also on hand. So were Marshall Lewis, the C.C.M.O. purchasing agent, and Johnny Stevens, principal aide to H. L. Briggs of the same illustrious concern.

Also Among those Present

There were quite a number of distinguished folk from Bakerstown, for example, Harry Campbell, the good looking prexy of Franco Western Oil Company, and an interesting trio consisting of Carl Frazer, Lufkin's San Joaquin Valley representative; Bill Nance, a considerable Shellite from up yonder, and Jack Sheppard, Humble's superintendent in the same area. Local Humbletonians who added lustre to an already mighty lustrous gathering were John Bell, Sam Barclay, and Hugh

The Lufkin Line

A PEDDLER'S HOLIDAY



California air has been extolled by chambers of commerce from **Crescent City** to **Chula Vista** for its ultra violet ray content and **the Texans have a word for it** too. But one of its unsung qualities unquestionably is durability.

Without losing an ounce of it, **California air,** 30 lbs. to the tire, **supported us on a vacation trip** through the states of Oregon, Idaho, Wyoming, Colorado, Utah and the fringes of one or two others.

A wonderful trip in which the kids did **not even** turn up with a **bellyache.**

As trite as the travel folder's slogan may be, **seeing the grandeur of the Columbia River Gorge,** Yellowstone, **Bryce,** Zion and the **Rockies** of **Colorado** cannot help but **bring renewed pride to the wonderful country** in which we live.

To make such a trip **doubly enjoyable** it was nice **to find a few friends** along the way.

R. C. "Bud" Kelly, Executive Manager of the Cooling Tower Institute at **Palo Alto,** is probably one of the finest guys we know. Bud's graciousness and hospitality can only be matched by his infinite capacity for work. Palo Alto is the nerve center for the vast cooling tower industry.

In Portland it was good to see **Stan Wagner** and **Rod Anderson** again, who do such a swell job of running the show for **J. W. Minder Chain and Gear** in the Northwest.

Wayne Glenn, Continental Oil's Assistant Regional Manager in **Denver,** asked to be remembered to all of his California friends. **Truly** a favorite, it was a real pleasure to put our feet under Wayne's desk again.

To our customers, many thanks for a swell vacation.

(Lufkin produces the finest . . . Pumping Units . . . Gear Reducers . . . 2 Cycle Gas Engines.)

Barton. Then there were the Texaco higher-ups, a quintet of right nice people, including Harold Puls, H. E. "Woody" Woodruff, Howard Stone, Bob Corey, and Judge Saatjian, the lovable purchasing chap. Also present were Hal Acres, the Sunray engineering genius and domino expert; Martin Newell, the Tide Water ambassador of amiability, and Tom Weaver, T.W.A.'s southern division superintendent; Martin D'Errico and Bill Corey, widely known and much admired Lacy Oil Tool Co. executives; and Ed Pellegrin, the Macconian vice president and big game fisherman.

Even from Turkey they Came

From Long Beach came three top hands in L.B.O.D., Frank Hardesty, Bob Gray, and B. L. Stewart; Gene Davis, the much traveled production engineer now firmly attached to Monterey Oil Company; Bill Westergard, the Hancock Oil Company p.a., and one of the real old time Nineteeners; John Augsburger, former Macrate biggie, now with Joe Siegel in his Tryad Service Corporation. Among the guests we noted, too, that rapidly rising young consultant, Jim McNeill, who is currently associated with Bill Geis and Bill Thornbury and is pretty tickled over the fact; Al Case, the oilfield transportation authority who may be representing the Lufkin trailer line out here one of these fine days; Ted Getzler, the Ralph M. Parsons chap who was expediter on the Turkish refinery project; and across the dinner table from us were two entertaining chaps from Santa Fe Tank & Tower Corporation, to wit, A. M. "K" Kuehmsted and Jack Slough.

Mr. Higgins Makes a Hit

During the post-dinner story hour, one of the offerings that really gave us a chuckle was the perfectly proper but highly amusing recital of the popularity of Mr. Higgins of San Francisco, by Bill Lyte, vice president of Douglas Oil Company; and by the way we are pleased no end to see Tom Atkinson taking over as vice president in the Douglas organization. Getting back to the business on hand, however, there was a pretty pretentious platoon from Western Gulf Oil Company, including Tom Wallace, Jay Wharton, Harry Brigham, Bill Walker and Les Smith. Following the festivities we engaged in a short game of cutthroat gin rummy with Tom and Jay, and we are pleased to announce that all we lost was another shirt. Winding up the list of vips we can remember running into at this lovely whingding were the Union Pacific top brass, Lee Osborne and Charlie Keeble, two people we have found it always nice to know.

A Word of Tribute

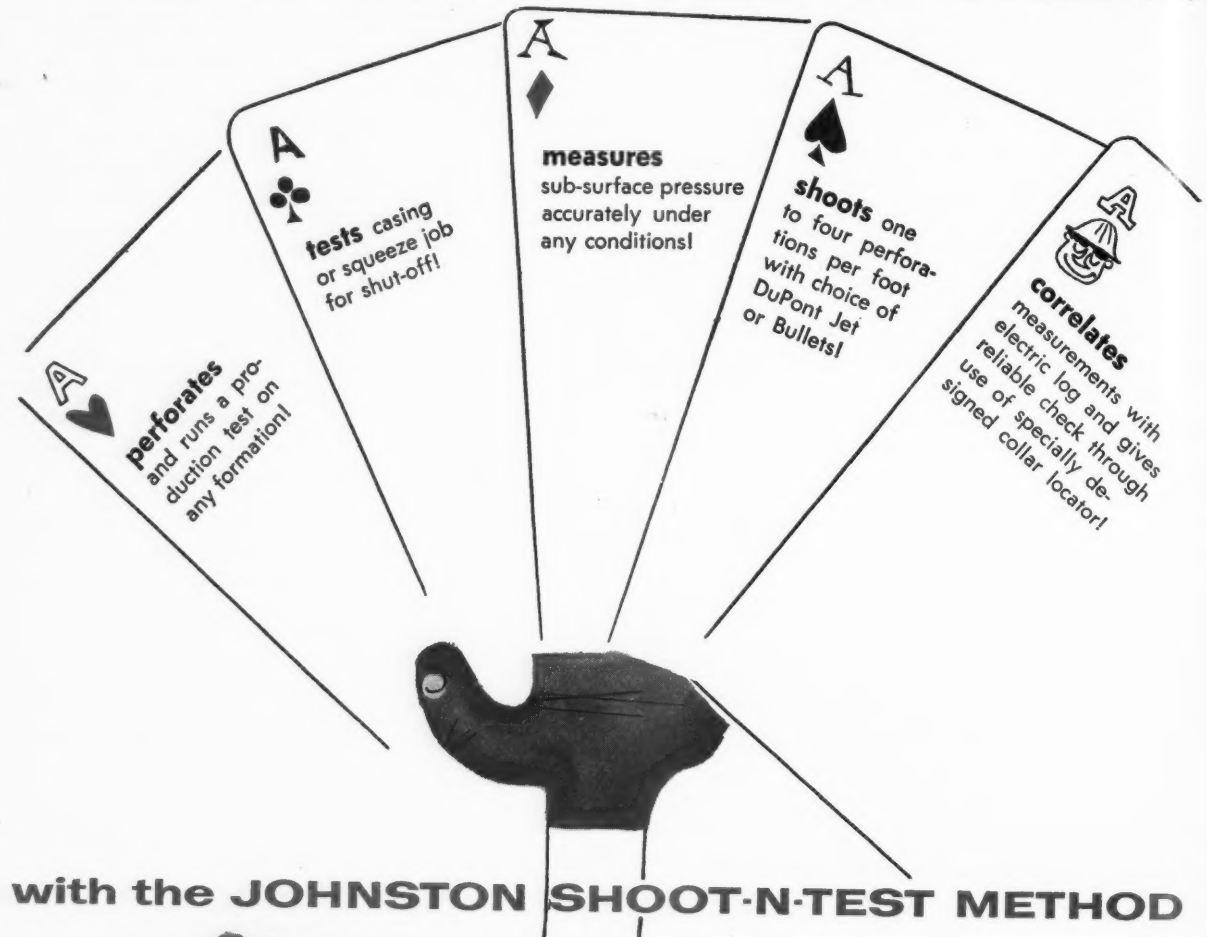
The whole thing was a sort of uninhibited and undirected enterprise over which the hosts hovered like a pair of hens mothering the same brood of chickens. We found it thoroughly entertaining from beginning to end and we had ample evidence of the fact that all the other guests found the party similarly elevating. We have no doubt overlooked some important people and to these we apologize for our failing eyesight and stumbling memory. And leave us not forget to remark that Glenn Henderson, the local Lufkinite, was as usual the personification of graciousness. We are indebted to Glenn, and to Vic Fawcett, for the many kindnesses we have enjoyed at their hands over the years. Also, we here and now tender our thanks to Ed Trout and Alvin Zwerneman for another refreshing interlude and for the privilege of being counted among their friends.

Cattle War Impending

There's feuding aplenty going on among the cowpokes out in the Brea pasture land and if it doesn't break into open warfare before the first snow flies, we are gonna be mighty surprised. As nearly as we can understand the situation, the entire ruckus was started by a suspected cattle rustler, named Sear 'Em Pate, alias Tailgate Bradford, who left Texas in something of a hurry about 30 years ago, leaving no forwarding address. It is alleged that this lad recently put his brand on a calf belonging to the Robinson herd, which, of course, he indignantly denies. But Howard Robinson produces a photo of the calf and its mother, and unless this, too, is crooked, the former has

Front row, left to right: H. W. Wilson, R. A. Brooks, J. T. Durkee, W. A. "Dub" Russell, W. Cunningham, W. B. Thomson, E. H. Berge. Rear, left to right: R. V. Duke, D. H. Powell, C. J. Ostberg, H. D. Osborn, J. Jackson, G. D. Campbell, C. K. Slack, H. D. L'Heureux and E. E. Hall.

ALL 5 IN A SINGLE RUN!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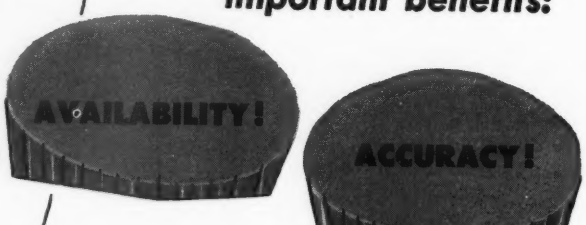

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definitely been decorated with two separate brands.

Venting Can Be Nasty

Now the only time one can legally "vent" or "cancel" another man's brand is when an animal is sold or voluntarily given away. At all other times venting is considered concrete evidence of grand larceny, habeas corpus, pâte de fois gras, and skull duggery. The case looks pretty black against Sear 'Em Pate, but this astute hombre has retained the noted firm of venting attorneys, McGinnis & Cohn. It is a little difficult to say where it will all end, since a third party, Slingshot Rockfellow, sometimes known as the Arizona Kid, is now also involved and is believed to be trying to spirit Pate over the border to his Cochise Rancho before the authorities can nail him.

Seaboard Moves North

The movement of the Seaboard Oil Company's western division office to Denver takes away some very lovely people from the local petroleum circuit. Among them is vice president and general manager, Norm Rousselot who has been with the Company since the old Milham Exploration days. Actually he has been with Seaboard over 30 years most of which has been spent right here in Los Angeles. Norm is a chap with a really pleasing personality and plenty of business savvy to go with it. Then there is W. A. "Dub" Russell, assistant to the vice president, and as nice a lad as you are ever likely to meet. Dub has been functioning extra-curricularly as treasurer for the Petroleum Club and is much admired around these parts both for his accounting genius and for his fine disposition.

Included in the Caravan

Among the others who are moving north are C. B. "Kim" Kimberlin, manager of production, a pioneer of note who was once the guiding head of KNDA, and is a song leader of rare ability. Also, he still contends that he was monkeying with hollow sucker rods, a supposedly recent innovation, some 20 years ago; Ted Lee, chief geologist, a stout Uclan who was formerly with Sunray and is a highly reputable member of AAPG besides being what is known in the petrolic vernacular as a good joe; and Bob Wade, the corporation attorney, a friendly chap with whom we have waged some interesting and usually expensive games of dominoes. Actually about 20 Seaboarders are moving to Denver but those mentioned are the ones we have had the good fortune to become acquainted with. However, we wish all of them success up there in the Rocky Mountains and we sure hope that we shall be seeing them down this way at least occasionally.

Those Remaining Are

Included in those who will remain are our old friend, Charlie Taber, one of the chosen people; Hill Rupprecht, another top citizen; Snooky Chambers, everybody's friend; Randolph Smith, the affable production chap; Lloyd Hamann, the engineering genius; and Frank Bescos, famous brother of his fa-

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mous brother, Julie. All of which reminds us that Jim Durkee and Gordon Campbell, the GP comptrolling higher-ups, held a snug little going-away party at the Petroleum Club recently for Dub Russell. One of the features of this gathering was a hand-painted menu, especially designed for the occasion by Paul Moore. This very artistic piece bore the signatures of Jim Durkee, Wesley Cunningham, Dick Brooks, Ed Berge, Gordon Campbell, Rodger Duke, Evans Hall, Jim Jackson, Harry L'Heureux, Harold Osborn, Connie Ostberg, Doug Powell, Charlie Slack, W. B. Thomson, and Howard Wilson, all of whom were present at the luncheon. The whole affair was a grand gesture by a grand group of people and Dub was tickled beyond measure by this expression of friendliness.

News of Travelers and Others

We have just read a most interesting letter from Bill Geis to Bill Thornbury. It was apparently from London where the Geises were having a good time at the moment of writing. Bill has discovered that Oxford was founded by a Saint, named Frideswide about 700 AD and that this young lady once took refuge from the King at Thornbury on the Thames. In Thornbury there is to be found a well which Frideswide obtained through "prayer and merits" which prompts Bill Geis to suggest that if Bill Thornbury were to employ the same process, he too might be rewarded with a well. Speaking of world travelers, we bumped into Charlie Smith the other day, thus proving that we knew whereof we spoke when we said he would be back from his travels in time for the Rams-Redskin football game. Also said hello to Ed Bedford, the Western Gulf landman who is just back from a European jaunt. Ham Bell is in the Huntington Memorial Hospital at Pasadena, recovering very nicely after some major surgery.

Willfong Passes Away

L. L. "Lem" Willfong, 75, died on August 17, after a brief illness. Mr. Willfong was formerly Vice-President and General Manager of the Forge Division of the Earle M. Jorgensen Co., Los Angeles producers of open and closed-die forgings. He retired a year ago after 56 years in the steel business.

"Lem" was well known by steel men all over the country—having started his career in 1897 in the forge shop of the Carnegie Steel Co., Homestead, Pa., as an apprentice hammersmith. In 1917 he moved to California and became head of the forge division of the Southern California Iron and Steel Co., which was later absorbed by the Bethlehem Pacific Coast Steel Corp. In 1942 the Earle M. Jorgensen Co. purchased from Bethlehem the 1,000-ton steam hydraulic forge press now in use in its Los Angeles plant, and Lem came along to take charge of the Forge Division. Through the years, forgings produced under Willfong's supervision have been noted for their extreme accuracy, and visitors to his forge plant were always amazed by its cleanliness and meticulous housekeeping—a characteristic not common among forge shops in general.

Mr. Willfong is survived by his wife and son, Jack, who reside in Downey; a daughter, Mrs. George Getts, Jr., of Beverly Hills, and three grandchildren.

Funeral services were held Friday, August 20, at Halverson-Luce Mortuary, 3648 Seville, Huntington Park.

Plans Being Formulated For Oilfields Service Association Barbecue

The August meeting of the Oilfields Service Association was held at the Apple Valley Steak House in Long Beach Thursday evening August 12th, at 7:30 P.M.

The guest speaker for the evening was "Beans" Reardon who rephrased some of his choicest selection of stories about the National Sport. Most of the remainder of the evening was reserved for the discussion and preparation of plans for the Association's forthcoming picnic Bar-B-Q to be held September 16th at the Union Oil Company's Sterns picnic grounds in Brea.

Field Development

Prado Dam Test Works

In the vicinity of Prado Dam in Riverside County, Al Godfrey Drilling Company is moving deeper with it Botiller No. 1 exploratory well on Section 29-3s-7w. Present depth is well under 2400 feet.

Ridge Route Test Drilling

At Alamos Canyon along the Ridge Route highway and about 22 miles north of Castaic, Continental Oil Company continues to drill ahead several thousand feet down with its McCue-USL No. 1 explorer on Section 15-7n-18w, Los Angeles County. In the event of any degree of production success at this location, an entirely new basin would be open to further exploration and development. But a few shallow tests have been taken down previously and consequently there is little acquaintance with geology of the area. The work is in the hands of U. S. Drilling Company.

Bandini Area Still Widening

General Exploration Company's new CCMO No. 5 producer on Section 17-2s-12w in the Bandini district of East Los Angeles at last reports was flowing 206 barrels of 40 gravity clean oil from a redrilled depth of 6409 feet. The company's current undertaking, CCMO No. 6 on the section, is digging under 5000 feet. In reality, this latest venture is a wildcat for it is situated across a fault from present production. If things turn out as expected, reserves in the area would be hiked considerably.

Alhambra Area Drilling Planned

Merchants Petroleum Company of Los Angeles plans to explore for oil in the Alhambra area if such drilling is approved by the city and enough ground leased and put together. Leases are understood to have been obtained from a number of property owners and additional land is being sought. Location for any well in the future would be in a commercial district and no drilling equipment would be on private property. Leases offer a one-sixth royalty and a rental fee of $10. Grant W. Corby is company president.

Banning Park Drilling Slated

Directional drilling for oil under Banning Park in Wilmington has been approved by the Los Angeles Recreation and Park Commission. Fowler Drilling and Producing Company has agreed to pay the city 16 2/3 per cent of all oil produced. Fowler is bound to start drilling within 18 months from land adjoining the park. Operations will not disturb the surface of the park nor in any way interfere with its use. The park formerly was the home and property of the Banning family which once owned Catalina Island.

On Terminal Island, a 20-year lease has been granted Atlantic Oil Company on 71 acres for oil drilling by the Los Angeles Harbor Commission. The city will receive 30 to 50 per cent royalties from the 15 wells to be taken down.

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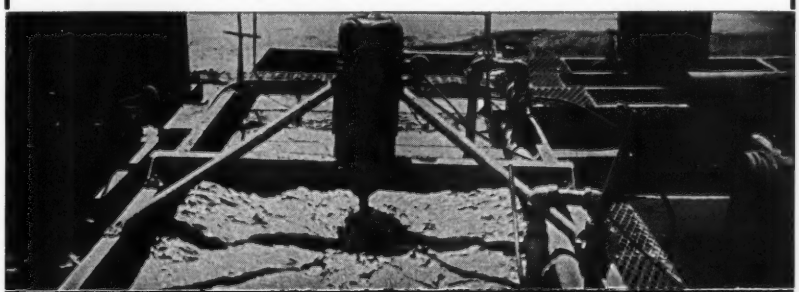

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Saticoy Wildcat Near Prior Tests

An interesting aspect of the Superior Oil Company, Operator, Ferro No. 1 wildcat on projected Section 11-2n-22w in the Saticoy area of Ventura County is its proximity to a couple of earlier tests. Both of the previous projects were sponsored by Superior and were not satisfied that production was impossible at respective locations until some depth had been attained. Limoniera No. 1 in Section 9 bottomed at 18,734 feet in 1949. Saticoy No. 1 in Section 10 was drilled to 13,580 feet a half-dozen years ago. The current effort is drilling in the relatively shallower formations.

Standard Adds Fillmore Work

Widening its field work in the Fillmore area, Standard of California is about to spud-in its Hardison Ranch No. 2-1 test on Section 27-4n-20w, with Rocky Mountain Drilling Company as contractor. Location is one mile north and east of the company's recent Sespe Rancho No. 1 discovery well, which came in from the interval of 14,170-14,235 feet for 510 barrels of net 27 gravity crude oil. A followup to the discovery, Sespe Rancho No. 2 on projected Section 34-4n-20w, is in the final stages at 13,554 feet.

Orange County Adds New Drilling Activity

Along the south coast in the Huntington Beach-West Newport area, Pacific Drilling Company and Russ Watkins have commenced drilling their Deeble No. 1 well located a short distance from the intersection of Hamilton and Newland streets on Section 13-6s-11w, Orange County. The well is an easterly offset task to Clark C. Peterson's fault block discovery, which is maintaining a daily yield of 180 barrels of 18.7 gravity oil from the "B" zone interval of 4285-4360 feet. The area under development is known best as the Hunter-Atha sector. Pacific Drilling Company's new Sherman No. 4 producer on Section 12-6s-11w in the Huntington Beach field is pumping at the rate of 160 barrels of 16.6 gravity oil a day from a total depth of 2530 feet. On the wildcat side, Lionel Freeman of Sunset Beach is engaged in preliminary work leading to the spudding-in of his Freeman & Stransburg No. 1 test on Section 29-5s-11w near the intersection of Algonquin and Wintersburg streets.

Beverly Hills Leases Acquired

Richfield Oil Corporation is the latest operator to open a leasing campaign in the Beverly Hills area. The company more or less has kept to itself the exact district it is most interested in, but it's known generally that activity is not far from additional properties being taken by Universal Consolidated and the current program in a related direction by Signal Oil & Gas Company.

John Masters of

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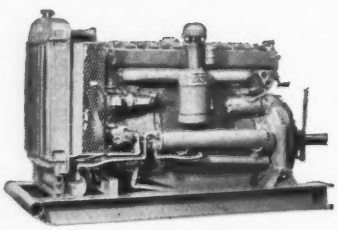

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Brea Wildcat Set In Motion

Union Oil Company has just started its Stewart Fee No. 54-10 test on Section 10-3s-10w in the Brea area of Orange County, with Fowler Drilling Company in charge.

On the subject of Brea, construction is progressing on an ammonium phosphate plant being built there by Brea Chemicals, Inc., Union subsidiary. The multimillion dollar project, located at Imperial highway and Carolina street, will supply various plant foods to the agricultural markets of the Western states.

Sunset Beach Holding Interest

Sunset Beach in Orange County, where the sun never shined brighter than when Bert Aston several weeks ago chalked up a new discovery, has attracted the wildcat attention of Warren L. Meeker. He has initiated his Lomita Land No. 1 on Section 20-5s-11w. Bert Aston, meantime, is redrilling at 5500 feet with his followup, Lomita No. 3 on Section 19-5s-11w. The second test was carried to 7757 feet, before starting fresh at 4748 feet.

Little Billy was supposed to be an angel in the school play, but during rehearsal he was acting quite devilish.

"Billy," the teacher warned, "if you don't behave, I'll take your wings away. Then you know what you'll be."

"And I know what you will be too," Billy grinned, "—one angel short."

"Gee," Donald exclaimed while he was working in the garden, "I found a rich worm!"

"What do you mean?" his mother asked, amused.

The six year old pointed very proudly to a fuzzy caterpillar and said smugly, "See, he has a fur coat."

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Premier's new 3000 barrel
UOP Fluid Catalytic Cracker

New Cat Cracker Placed in Operation By Premier

By R. P. Hargis, President
Premier Oil Refining Company of Texas
Longview, Texas

PREMIER Oil Refining Company of Texas recently completed a multi-million dollar expansion program at Fort Worth, Texas, making our refinery there one of the most modern in the entire Southwestern area.

R. P. Hargis

The expansion program was rounded out April 10 when a 3,000 B/SD UOP Fluid Catalytic Cracking unit of the latest design went on stream. It is designed to crack blended atmospheric and vacuum gas oils at a conversion rate of 74 per cent into gasoline having 92 clear research octane rating.

Installation of the cat cracker, with its attendant new polymerization and gas concentration facilities—all three of which were designed and licensed by Universal Oil Products Company—brings to six the number of major processing units in operation at the Fort Worth refinery. Others are a UOP Platforming unit, which has a design capacity of 1,500 B/SD, a thermal cracker, and a crude unit. With these facilities, the Fort Worth refinery has now become self-sustaining. Its supply of crude oil is piped from the Ranger Field into Fort Worth.

Four Reasons for New Unit

Four major factors motivated our thinking about installing a cat cracker less than three years after the company built the UOP Platforming unit. These factors were, in brief:

1. A cat cracker would enable Premier to make greater amounts of high quality finished gasolines; it would open up new avenues for marketing such products as butane-butylene; it would put Premier in the position of converting excess middle distillates into marketable products.

2. It would provide not only the Fort Worth refinery but Premier's other Texas refineries at Arp, Baird and Longview with a choice gasoline blending stock having an F-1 leaded octane number of 98 to 100.

3. It would further improve the refinery's economic position by making possible a larger gasoline yield from the crude run. The overall gasoline yield at the Fort Worth refinery was 52 per cent. It was estimated that with a cat cracker a gasoline yield of 67 per cent could be obtained—an estimate that since has proved to be accurate.

4. A cat cracker would permit operating the refinery at its crude oil capacity of 7,500 B/CD.

Coincident with the unit going on stream, Premier launched an intensive newspaper, radio and TV advertising campaign to introduce its new "Ignition Controlled" ethyl gasoline and "Dynamic" regular gasoline. We are now producing a 95 octane premium gasoline and an 86 regular motor fuel to meet the ever-increasing demands for higher quality gasolines in our trade territory.

We supply approximately 100 independent jobbers and more than 600 retail outlets in an area extending from Shreveport, La., on the east to Abilene, Texas, on the west, and from the Red River on the north to the central portion of Texas on the south.

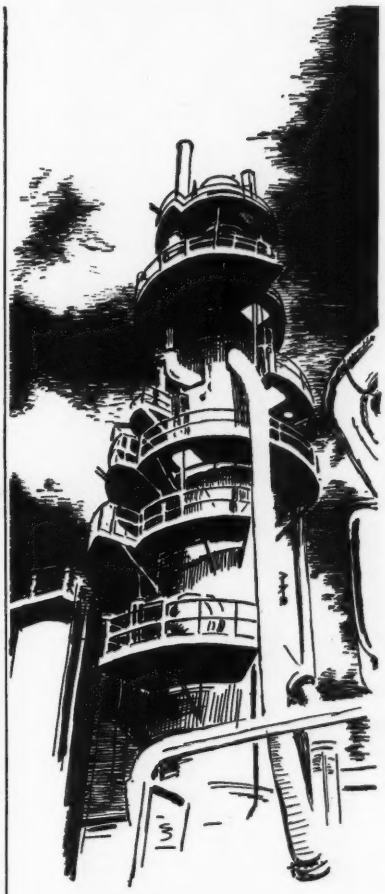
Octane Ratings Increased

Gasoline from the cat cracker is being transported to the Arp, Baird and Longview refineries for use as blending stock. This enables these plants to increase their octane ratings, and puts them in a more advantageous position to meet changing market conditions.

One of the unusual features of our new cat cracker is the placement of the reactor-regenerator on a structural steel skirt instead of having it mounted on a concrete base. Another interesting feature is the suspension of the air heater beneath the regenerator.

All of the pumps and the gas compressors are located under a reinforced concrete structure extending across the battery area parallel to the line of towers. Most of the heat exchangers, surge drums and receivers are placed on the roof of the concrete structure. This arrangement makes for compactness and maximum utilization of space, and enables our operators to control the unit with ease.

With the cat cracker now on stream, we are confident that the Fort Worth refinery is equipped to meet a wide variety of marketing conditions more profitably and with a greater degree of flexibility than was ever possible before.



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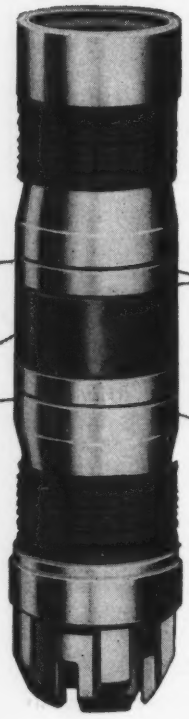

BAKER MAGNESIUM ALLOY TYPE BRIDGE PLUG

PARTNERS

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Either the Baker CAST IRON Bridge Plug, or the MAGNESIUM ALLOY Type will set positively, and prevent movement of fluid or gas either up or down the well, under any pressure safe for your casing.

For temporary installations, with no deleterious fluids present, the MAGNESIUM ALLOY Type is recommended. If the installation is permanent, or if harmful well fluids are encountered, use the CAST IRON Type.

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THE WESTERN COMPANY

SET ON WIRE LINE

Although the Baker Bridge Plug can be set on tubing or drill pipe, *wire line setting* not only saves wear and tear on tubular goods, but the saving in time in deeper wells is an important advantage. Just call any of the wire line service organizations listed at left.

DRILL OUT QUICKLY

Baker Bridge Plugs are *short*, and have been designed with "drillability" in mind. The CAST IRON Type breaks up and drills out quickly. And the MAGNESIUM ALLOY Type requires the absolute minimum of drilling-out time.

DEPENDABLE

Baker Bridge Plugs maintain a perfect pack-off against upward or downward movement of fluid or gas under any pressure that is safe for the casing and well equipment.

BAKER BRIDGE PLUG

Poso Creek Test Abandoned

On ground northwest of the Poso Creek field, C. S. & H. Oil Company's Sparks No. 1 wildcat well on Section 11-26s-27e has been abandoned at 2299 feet. At Kettleman Hills South Dome, Elliott, Classen & Mickle have pulled out of their S.F. & F.L. No. 58 test on Section 12-25s-19e at 3742 feet.

Rio Bravo Test Drilling Ahead

West of the Rio Bravo field in Kern County, The Texas Company's KCL-Parallel NCT-1 No. 1 exploratory project on Section 36-28s-24e is moving steadily deeper at a level beneath 6000 feet. Located on a 960-acre lease block from Kern County Land Company, the project is primarily designed to woo production from the Vedder zone in a trip to somewhere around 11,000 feet. Recent Rio Bravo events were marked by the completion of Superior Oil's Weber No. 3-H test on Section 27-28s-25e at a plugged depth of 11,747 feet. The well, which went to an original bottom of 11,822 feet, is putting out under restrictions at the rate of 190 barrels of 34.8 gravity oil a day along with 97,000 cubic feet of gas.

Maddux Ranch Wildcat Drills

On the Maddux Ranch near the Temblor area, Pacific Western Oil Corporation's No. 46-21 wildcat on the Southern California Petroleum Corporation-Hagood property is making hole well below 1200 feet. West of the Belgian Anticline field, the company's R-K No. 2 test on Section 23-30s-21e lost the hole while drilling at 5388 feet and consequently plugged back to 1117 feet for a fresh start. Redrilling has reached 2400 feet. Pacific Western is drilling at an inconclusive depth with M-M B No. 17-31 wildcat on Section 31-30s-22e at Telephone Hill. Clyde Hall Drilling Company is doing the work.

Bellevue Area Test Interesting

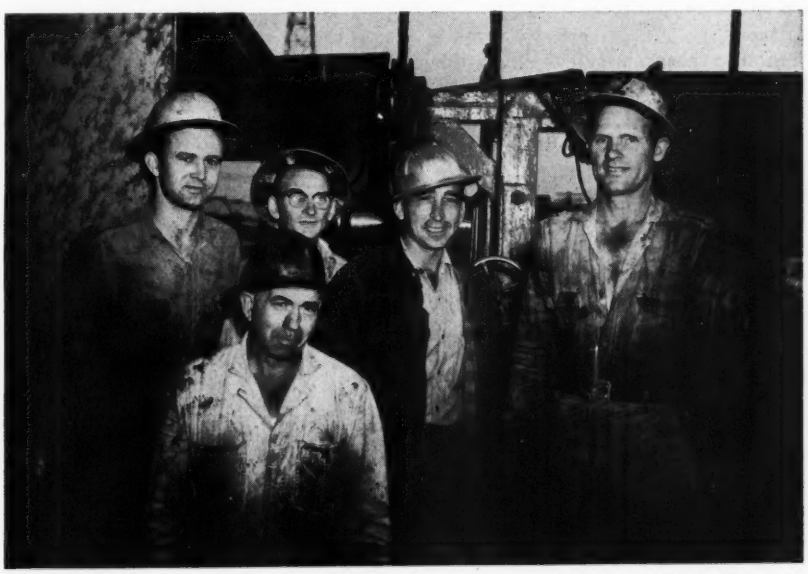
As this is jotted down, Moriqui Exploration Company is reported to have arrived at objective depth around 8000 feet with its Ricards Bros. No. 17-26 wildcat on Section 26-29s-26e or one mile south of the Bellevue field. The target is the Stevens zone which is yielding oil in the Bellevue field and also in the Rosedale field, one and one-half miles to the north. A little less than 50 per cent interest in the play is owned by Oceanic Oil Company. Humble Oil and Standard Oil are respective holders of land adjacent to Moriqui's properties. The Moriqui organization is a general partnership made up of Akeley P. Quirk, William H. Moran and J. P. Rinde. The M and O from Moran, the R and I from Rinde and the Q, U and I are the letters which make up the company's banner, Moriqui. Ted Easton and Lev Sacre are handling the engineering side of the play, and Thomas P. Pike Drilling Company doing the drilling chores.

Midway Test Well Due For Deepening

An old well, bottomed now at 2664 feet, has been taken over by Exeter Oil Company for the purpose of deepening and seeing what lower formations may hold in the way of oil. The well, Murphy Fee No. 11, is on Section 28-32s-24e in the Midway-Sunset field.

Carrizo Plains Project Digging

Six-thousand feet, plus or minus, probably will be logged before The Texas Company will call complete its KCL-Travers NCT-1 No. 1 wildcat drilling on Section 12-11n-26w on the Carrizo Plains of San Luis Obispo County. Just about where Texaco is performing, an exploratory well was drilled by the E. G. Lewis Oil Development Association in the early 1920s to a dry 2320 feet. Ever since and probably before the Lewis well was abandoned, large and small companies have been taking down wells in the area without commercial results. Some say that Carrizo Plains to date has been the graveyard of at least 60 wildcats, of which the great majority were drilled since Cuyama Valley was discovered. Be that as it may, many of these previous tests have picked up oil shows, with ultimate successful completion evidently thwarted by sand too tight to give up. Texaco already has tried and failed in the area a couple of times. However, good luck usually follows odd numbers and its present and No. 3 wildcat attempt may award the company with a new oil pool.



Union Pacific Railroad's well No. 630 on Terminal Island with Marine Drilling Company handling the work. Left to right: (front) C. R. Craddock. (rear) M. J. William, lead tong; V. E. Adams, cathead, M. O. Martinez, driller; H. R. Hammon, derrick.

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L. B. O. D.'s well No. J-97 at Long Beach with Fred Johnson Drilling Co. putting down the hole. Left to right: J. Ratini, lead tong; J. B. Artz, derrick; R. E. Carson, driller; C. A. Crowley, cathead; M. F. Lorenz, racker.

California Drilling Contractors Form Association

Formation of a new oil industry trade association in California to be known as the California Drilling Contractors Association was announced recently. It will serve the interests of the contract oilwell drilling firms of the state. The trade organization is an outgrowth of the Contractors Statistical Committee which was formed in 1951 to do statistical research for California oilwell drilling contractors. The new state-wide association will expand the services of the Statistical Committee to its members to include economic research, safety education, industry and public relations, insurance and tax surveys, and technological development projects.

Heading the new group will be J. D. Robinson, Santa Fe Drilling Co., who was recently elected President. Serving with him will be C. L. Fowler, Fowler Drilling Co.; Gene Graham, Thomas P. Pike Drilling Co.; A. S. Hayes, Hayes & Sprague, Inc.; William F. Patton, Miller & York; who were elected Vice Presidents; E. R. Love, A. D. Rushing, Inc.; who was elected Secretary-Treasurer, and Richard Fenton, who was elected Executive Vice President. Chairman of the San Joaquin Valley Executive Committee of the new trade organization will be William F. Patton, Vice President of the Miller & York drilling firm, while Chairman of the Los Angeles Basin Executive Committee will be C. L. "Slim" Fowler, President of Fowler Drilling Co.

First state-wide project of the California Drilling Contractors will be a Driller Safety Education Training Program to start in early Fall. A series of meetings will be scheduled for drillers employed by association members at which meetings drillers will receive intensive training in communicating safety methods to their crews. This type of safety training is new to California drilling contractors and is expected to provide a valuable supplement to the safety clinics of the American Association of Oilwell Drilling Contractors, the safety conferences of the Western Oil and Gas Association, the safety education work of the American Petroleum Institute, and direct safety work of individual oilwell drilling contractors. The meetings will be held in all major oil areas of the state.

Jorgensen Forge Division Has New Brochure

A four page leaflet describing in detail the facilities of the Earle M. Jorgensen Co.—Forge Division is available for the asking. It describes the diversified items of open and closed-die forging equipment and the nature of the products which can be produced. Copies may be obtained from Jorgensen representatives, or by phoning or writing Earle M. Jorgensen Co. in Los Angeles, Oakland, Houston, Dallas, or Tulsa.

The origin of the saying, "Oh yeah" has been attributed to the bridegroom who, upon hearing his bride say, "Now I lay me down to sleep," said to himself, "Oh yeah!"

L. B. O. D.'s well No. W-55 on Terminal Island. Left to right: R. C. Purcell, head well puller; F. L. Hunter, floorman; J. S. Martin, floorman; C. B. Baitty, gauger; C. E. Randolph, gauger.

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President,
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Write today to Savings Bond Division, U. S. Treasury Department, Washington, D. C. Tell them you want to join the United States Rubber Company and the 45,000 other companies that are making an important contribution to national security and a sounder dollar.

Your State Director, U. S. Savings Bond Division, will contact you promptly. He will explain the simple procedure of installing the Plan and will show you how to conduct a simple, person-to-person canvass that will put a Payroll Savings Application Blank in the hands of every man and woman in your plant and offices.

That's all you have to do. Your employees will do the rest. They are as interested in their own future as you are in yours. Give them an opportunity to build personal security for themselves and a better America for their children.

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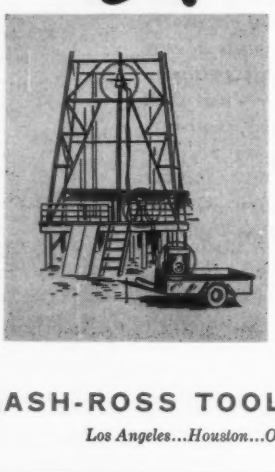

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Rumsey Hills Gas Hunt Scene

Brown Drilling Company, contractor, at last reports was guiding Shell Oil Company's Kingsbury No. 4X-11 wildcat in the Rumsey Hills of Yolo County at a depth near 5000 feet. The project is on Section 11-11n-3w or about 10 miles west of the Dunnigan Hills gas field.

West of the Princeton area in Glenn County, the Richard S. Rheem, Operator, Shell-Reichell No. 1-28 wildcat job on Section 28-18n-1w has been written off at an even 5500 feet. In the North Willows area, Humble Oil & Refining Company's H. C. Fredericksen No. 1 wildcat on Section 16-20n-3w continues to dig on down at 5898 feet.

Monterey County Exploration Fails

Reported from the Monroe Swell area of Monterey County was the abandonment of the W. W. Holmes, Operator, Beedy No. 1 on Section 34-19s-7e. Location of the project, which was carried to 2400 feet or so, was about three miles southeast of The Texas Company's Beedy NCT-2 No. 1, which in the summer of 1949 found some new oil from 2220 to 2435 feet. Yield of approximately 75 barrels of net oil a day failed to endure and the well was finally given up in March of 1951. In the San Ardo field, General Petroleum has completed its Orradre No. 215-1 and No. 241-1 on Section 1-23s-10e at 2037 and 2005 feet respectively for 125 barrels and 110 barrels a day each.

Kirby Hills Test Drilling

Trico Oil & Gas Company's Blacklock No. 2 wildcat, designed as a 5800-foot test of the Wagenet zone, at last reports was drilling steadily at 4400 feet on Section 19-4n-1e in the Kirby Hills of Solano County. In the Liberty Cut area, the W. W. Holmes, Operator, Liberty Farms No. 1 prospect job on Section 17-5n-3e has been relegated to history at 5578 feet.

In Sutter County's Yuba City area, Pearson-Sibert Oil Company of Texas has reached 2500 feet with its aptly named Tom No. 1 wildcat on Section 5-14n-3e and is going on down rapidly.

Airport Test Moving Ahead

Near where Cherry avenue and Wardlow road cross one another and on the Long Beach Airport property, The Texas Company's NCT-2 on Section 17-4s-12w is not much above objective depth of 8300 feet or so. The project is the sequel to completion of NCT-2 No. 1 from a plugged depth of 8307 feet for an initial output of 465 barrels of 31.8 gravity crude oil through a restrictive bean. Texaco also took down a previous well on its 1000-acre airport lease. This primary test developed no more than 120 barrels of oil daily, but in view of what was uncovered by NCT-2 No. 1 obviously was hinting at far better things to come. The company has a spacious refinery at Wilmington and oil produced on the airport property has little distance to travel to be processed into gasoline and other products. Contractor is Thomas P. Pike Drilling Company.

Santa Susana Test Goes Ahead

Basco Drilling Company as contractor is working with the drill toward 2000 feet with Pamoan Oil Company's Flanagan No. 2 wildcat on Section 5-2n-17w in the Santa Susana area of Ventura County. At Santa Paula Canyon, James Jansen's No. 1-27-S test on Section 27-4n-21w is digging at 2432 feet.

Beehive Bend Well Shut In

Following a light blow, Sunray Oil Corporation's Warnick No. 1 well on Section 19-19n-1w in the Beehive Bend gas field in Glenn County, has been shut in at a total depth of 7270 feet. North of Beehive Bend, the Richard S. Rheem, Operator, Zumwalt No. 1-63 wildcat on Section 2-19n-2w is digging at 1500 feet under the supervision of Krug Drilling Company.

Montalvo Well Listed For Depth

It appears that Standard of California will drill to 16,000 feet or more with its State No. C-3 wildcat test on Section 35-2n-23w at West Montalvo, Ventura County. Pike Drilling Company, the contractor, had taken the project down at last reports to near 10,000 feet. The company's Thatcher No. 301 on Section 31-2n-21w continues to dig at 7400 feet. Rocky Mountain Drilling Company is doing the chores.

Union Begins Camarillo Test

Somewhere between 8000 and 8500 feet is due to be logged by Union Oil Company's Tassano No. 1 wildcat venture moving ahead on Section 23-2n-21w in the Camarillo Hills of Ventura County. Union's Simi No. 11 test on Section 1-3n-18w has reached a depth approximating 6700 feet. It is located in the North Tapo sector.

Oakview Wildcat Keeps Drilling

On Section 30-4n-2w in the Oakview area of Ventura County, Amerada Petroleum Corporation's Wadleigh et al No. 1 venture continues drilling at 2600 feet or thereabouts.

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Bowen Kingston Fishing Magnets are used to retrieve all types of small objects having magnetic attraction such as bit cones, slips, milling cuttings, tong pins, hammers, etc. These odd shaped, undrillable objects gather at the bottom of the hole as a result of tool failures and milling jobs or are accidentally dropped down the hole. Such objects cannot be engaged in any conventional manner and in many instances can be engaged and retrieved only with magnetic attraction.

Bowen Kingston Fishing Magnets are an indispensable accessory for all diamond coring operations. Small junk particles such as teeth chipped from bits, broken bearings, etc. can seriously damage a diamond core bit or curtail its performance. In a single run Bowen Kingston Fishing Magnets can completely cleanse the hole of all such particles, safeguard the bit from damage, and insure good performance.

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The Bowen Kingston Fishing Magnet is a simple, compact tool consisting of a Body, a non-magnetic stainless steel Sleeve, and permanent Magnets. There are no moving parts. The Plate protects the Magnets from any damage that might result from physical contacts. All sizes of these tools are provided with a circulating hole large enough for all standard purposes.

The magnet elements are made of the most advanced magnetic alloy which is magnetized as an assembly and specially treated to insure axial lines of force at the pole faces. The power of the Bowen Kingston Fishing Magnet is concentrated at its engaging end. This avoids any attraction with the walls of the casing and assures unrestrained lowering into the well.

CAN BE RUN ON WIRE LINE OR PIPE

Wire line operations have the advantages of speed and economy. Pipe operations have the great advantage of circulation, which can be used to eliminate settlings above the fish and to loosen the fish.

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With proper care, the life of the Magnets can be prolonged indefinitely. Keepers are furnished with each Bowen Kingston Fishing Magnet to prevent magnetic dissipation while the tool is not in use. The magnetic attraction holds the Keeper in place and Cap Screws are provided to jack the Keeper off the Magnet.

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In the Sespe area on Section 19-5n-19w, Hi-Ko Oil Company's No. 1 test on Section 19-5n-19w has come to a definite halt as a duster to 4206 feet. The project is being converted to a water well.

Guadalupe Wildcat Completed On Pump

Union Oil Company, a dominant factor in present Santa Barbara County wildcatting, has completed its Union Sugar No. 21-17 test on Section 17-10n-35w at Guadalupe. The well, drilled to a total depth of 4614 feet, is putting out about 25 barrels of net 13.8 gravity crude oil daily. On Section 7-10n-34w in the Santa Maria River area, the company's Donovan No. 1 wildcat is being drilled below 2800 feet. Haslam No. 1 on Section 6 in the area was recently abandoned at 2839 feet. Union's Dreyfus No. 1 wildcat on Section 5-4n-29w and west of Goleta is digging at 3000 feet.

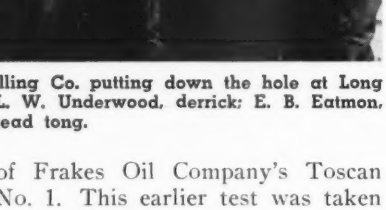
L. B. O. D.'s well No. J-107 with Camay Drilling Co. putting down the hole at Long Beach. Left to right: B. E. Mabry, driller; L. W. Underwood, derrick; E. B. Eatmon, cathead; C. H. Craig, racker; E. E. Dickey, lead tong.

Shafter Test In Early Stage

Tide Water Associated Oil Company is preparing to take down another wildcat well in the Shafter area of Kern County. The new venture is tagged Loepp No. 63-18 and it will explore on Section 18-28s-25e. Two prior tests drilled by the company in the area during recent months failed of their purposes. One went to 12,563 and another to around 5000 feet. The latter was bent on developing gas production indicated at an intermediate depth by the first and deeper test. Next to Ohio Oil Company's Paloma field test, Superior Oil Company's Russell No. 73 wildcat on Section 17-28s-25e in the Shafter area is the deepest active well in Kern County at the present time. The project at last reports was several hundred feet below 15,000 feet and it is a matter of conjecture just how far down the well will go. A steam rig is in use, with rated capacity of the drawworks more than 20,000 feet.

Tulare County Wildcats Active

Wildcatting is evidently increasing in Tulare County. The latest test well to get going is Agoil Company's Agoil No. 1 on Section 28-16s-23e in the Kingsburg area. Headed by John Agbashian, the project is about 1000 feet northwest of Frakes Oil Company's Toscan No. 1. This earlier test was taken down to 2965 feet in 1947 and was never the object of completion attempts. In the White River area, another wildcat has been set in motion by Skay Exploration, Ltd. Its Skay No. 2 is working on Section 28-24s-28e. Fullerton Oil & Gas Corporation's Union Central Life Insurance No. 1 wildcat on Section 16-24s-23e in the Trico area is drilling below 8000 feet in a search for the Vedder anticipated at 10,000 or 11,000 feet. North of Deer Creek, Navy Oil's Navy No. 2 test on Section 8-22s-27e has been abandoned at 1988 feet. Northwest of Porterville, Andrew Miles is drilling at a shallow level with Andrew-Williams No. 1 on Section 10-21s-26e.



You see business has been so darned good that it keeps me kinda tied down doing the paper work, and running the show—so I don't get out in the oil patch as often as I'd like to. ★ And it's sure amazin' how we've been selling those Web Wilson Tongs, Elevators, TIGER TOOTH Tong Dies A-N-D that super-dooper HYDRA HOOK. ★ I've got some mighty good boys to give you real service, and I hope you'll call 'em when you need anything . . . there's Wally Hayes in the Valley, at Bakersfield FAirview 2-2376—and George Winterburn at Santa Paula 613ML. ★ They are easy to get acquainted with, so until I can get around to sey "hello", just call any of them if you need something. Thanks a lot.

Ed. Plaughter

Lomerias Gas Test Scheduled

San Benito County's Lomerias gas area is in line for an immediate test under the banner of Tide Water Associated Oil Company. Named Friis No. 1, the wildcat will be drilled on Section 18-12s-5e. Not far away, Balken-Krug has location on Section 29-12s-5e for Dotta No. 1 test.

Jasmine Test Ready To Drill

With Gene Reid Drilling Company in charge, Ruby Oil Company's scheduled 3000-foot test on Section 17-25s-27e, west of Jasmine, is ready to go. The venture is labeled Quinn No. 17.

North Kettleman Test Will Go Deep

Ready to open operations is Standard of California's No. 423-34J test on Section 34-21s-17e in the Kettleman Hills North Dome area in Fresno County. Standard, as actual operator for the Kettleman Hills North Dome unit, is likely to explore to 13,000 or 14,000 feet in a search for fresh production. The field at present is pouring out about 16,000 barrels of oil from mainly the Temblor oil sand zone usually stabbed at approximately 7100 feet. The Vaqueros and Eocene also are inclined to give up in the area. At East Coalinga, Shell Oil's 536X-27 on Section 27-19s-15e is in on the pump from 690 feet for 19 barrels of oil a day, cutting initially about 7 per cent. Four or five miles south and west of the town of Mendota, the Sam B. Herndon, Operator, Murietta No. 1 wildcat on Section 22-14s-14e last was reported digging near 5200 feet.

With Drilling Contractors

Only a few years would have to be rolled back to count on the fingers of one hand the number of California drilling contractors active elsewhere in the country and in foreign climes. Today and for some years past, California's master drillers are most all represented wherever oil is produced in the world. The clarion call of Cuba exploration and development has already moved several drillers to extend their operating interests to that salubrious West Indies island. By way of comment on the economy of Cuba, large scale industrialization there has largely been held back by lack of the proper fuel. It has no coal and from the record the island currently is importing about 50,000 barrels of oil a day. What sizable oil production would mean to Cuba can be easily imagined. It also could provide an assuring oil reservoir and an auxiliary supply depot in war. Magnitude of the growing oil play in Cuba is reflected by the recent acquisition of some 5,000,000 acres of land by a group headed by John W. Meyer. Turning to Australia, Brown Drilling Company of Long Beach drilled the discovery well there about 18 months ago. Brown, incidentally, has been a universally-active driller for years. Without fanfare or fuss, California contractors have been giving more attention than ever before to work in points of oil interest in South America. In the Land of the Pharoahs, Camay Drilling Company, a division of the Southern California Petroleum Corporation of Los Angeles, is engaged in contract work for the International Egyptian Oil Company. Other contractors are busy in Middle East areas, Israel and points throughout the world too numerous to mention.

Pacific Supply Cooperative, Inc., 714 West Olympic boulevard, Los Angeles, will contract drilling of a well planned in the Tar Creek area of Ventura County. Home offices of Pacific Supply are in Walla Walla, Wash.

Atlantic Oil Drilling Company has the contracts for Warren L. Meeker's Diego No. 1 in the Wilmington field, and U. S. Royalty Oil Corporation's Eureka No. 2 and Morton & Dolley's Pauley No. 5 in the Long Beach field.

B. J. & M. Drilling Company is drilling with a contract rig on Texaco-Shell's NCT-2 No. 1 well on the O'Neill Estate in Orange County and a half-mile from the San Diego County line.

The Green, Wheeler and Walton wildcat well named Sycamore No. 1 and located on Section 21-9n-17w in the Antelope Valley area of Kern County is in charge of the Zillgitt Drilling Company.

International Drilling Company is deepening for Union Oil Company the old Bell No. 82 well in the Santa Fe Springs field from 4130 feet, original bottom.

Los Angeles County crude oil production in 1878 was 12,127 barrels, in 1879, 14,682 barrels and in 1880, 28,356 barrels, according to a column devoted to "Petroleum in California" in the December, 1881 edition of the Petroleum Age, published in Bradford, Pa. The magazine is part of a valuable and highly informative collection of magazines and newspapers and other material pertaining to oil owned by Johnny Abrams of Los Angeles, one of the best loved members of the petroleum industry.

Oil production is the subject of comment in the publication. It reads in part: "In no other business, perhaps are there as many men of genius, so many men of pluck, enterprise and determination to win engaged, as in the oil business. While in other countries where petroleum has been obtained in greater or less quantity for ages there appear to have been no improvements made in the method of boring or sinking wells and in the short space of 20 years they have succeeded in revolutionizing the entire system of operating for oil. There is not in use today of similar pattern so much as a single tool, from the wrench up to the boiler and engine, that was used by the early drillers. Even the derrick, though it retains a semblance is no more the derrick of 20 years ago than a 10 year old boy is a full grown man. The same may be said of all other auxiliary implements. Where as 20 years ago 3 and 6 months time was exhausted in drilling a well not more than 400 or 500 feet deep, wells are now sunk 2000 feet deep in 25 days."

Abrams first say the light of day in Butler, where his father was a leading Pennsylvania oil man. If you have a question about oil since Col. Edwin L. Drake drilled the discovery at Titusville, Johnny has the answer at his finger tips.

Salt Creek Under Testing

Drilling is in the relatively higher levels with Athonian Drilling Company's Flocker No. 3 project on Section 15-29s-20e wildcat ground in the Salt Creek area.

more barrels per dollar

The new Axelson Model H-100 Hydrax is proving itself in the field where it solves the need for a pumping unit that couples low first cost with trouble-free operation. Because the unit combines a fast down stroke with a slow upstroke, an almost constant flow of oil is possible. Increased sucker rod life results from the Axelson designed hydraulic reversal valve (patent applied for). This valve has no external moving parts.

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6′ and 10′ stroke hydraulic pumping units

SPECIFICATIONS

Polished Rod Load (Max)	13,000 lbs.
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Strokes Per Minute (Max)	4.6
Upstroke Polished Rod Speed (Max)	36 FPM
Pump	40 GPM
System Fluid (Approx.)	85 Gals.
Cylinder Diameter	5 Inches
Operating Pressure (Max)	700 PSI
Input Horsepower (Max)	20 HP

cylinder drain line

returns all leakage back to main reservoir. A check valve is strategically used in this unit to allow a vacuum above the working piston to increase operating efficiency.

cylinder base

The unit tripod attaches to the bottom of the base, the cylinder into the top portion and the reverse valve assembly attaches to one side. Both power and exhaust fluids are ported through the cylinder base. An important feature is the ability to provide adequate pressure at lower reversal, which assures operation of the pilot valve.

reverse valve and pilot valve

are both hydraulically operated and the combination is simplicity itself in design. Only three pressure lines feed into the pilot valve. One is internally constructed to one end and two to the other end. Each of the pressure sources operates on different areas.

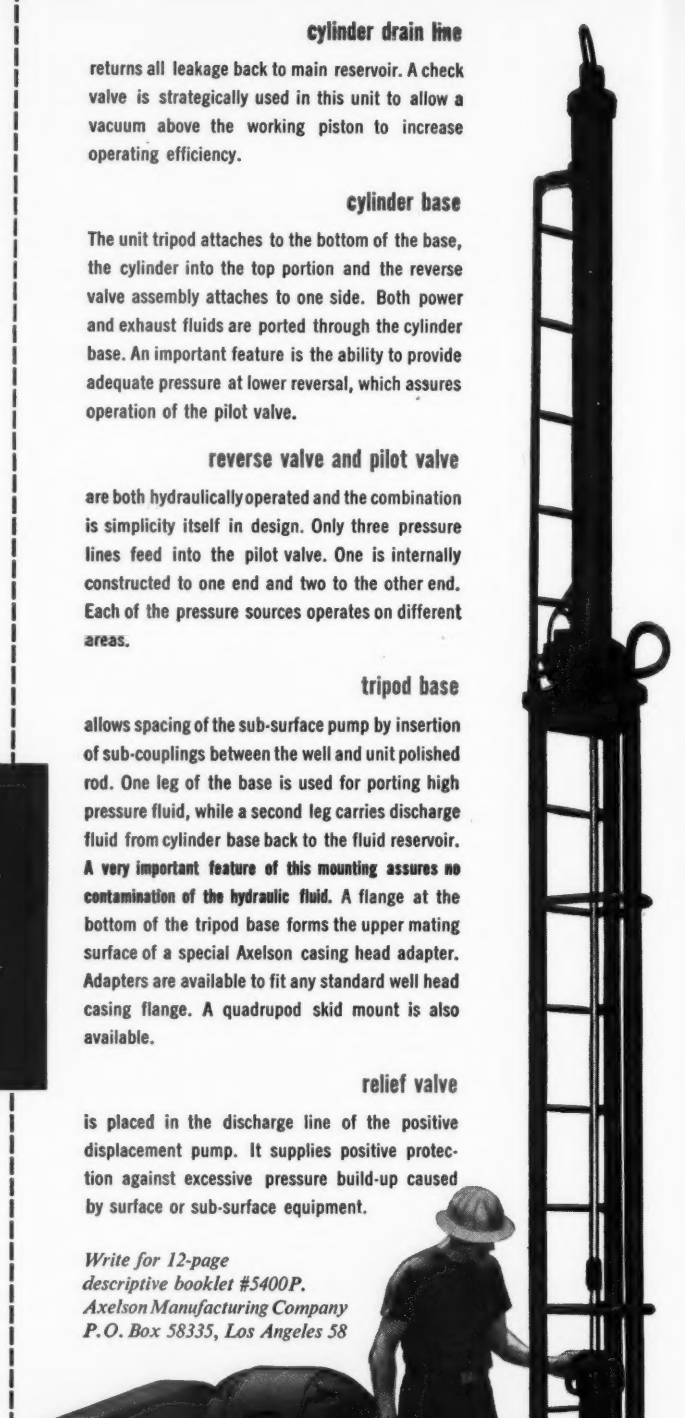
tripod base

allows spacing of the sub-surface pump by insertion of sub-couplings between the well and unit polished rod. One leg of the base is used for porting high pressure fluid, while a second leg carries discharge fluid from cylinder base back to the fluid reservoir. **A very important feature of this mounting assures no contamination of the hydraulic fluid.** A flange at the bottom of the tripod base forms the upper mating surface of a special Axelson casing head adapter. Adapters are available to fit any standard well head casing flange. A quadrupod skid mount is also available.

relief valve

is placed in the discharge line of the positive displacement pump. It supplies positive protection against excessive pressure build-up caused by surface or sub-surface equipment.

Write for 12-page descriptive booklet #5400P. Axelson Manufacturing Company P.O. Box 58335, Los Angeles 58



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Rocky Mountain NEWS

Colorado—Idaho—Montana—New Mexico—Utah—Wyoming—Western Canada

Wyoming

Service Pipeline Co. will start construction of a crude oil pipeline from Wyoming to Missouri early in September. The line will extend from Fort Laramie to Freeman, Mo., a distance of 630 miles. A 20-inch line will be laid from Fort Laramie to Sterling, Colo., 22-inch from Sterling to Natoma, Kans., and 24-inch from Natoma to Freeman, where it will connect with facilities serving Kansas City, St. Louis, Wood River and Chicago. It will have a capacity of 160,000 barrels of oil per day.

Service Pipeline currently operates a smaller line from Fort Laramie to Freeman. It is reported, but not confirmed, that this may be converted to a products line.

The new line will be built by Western Pipeline Co., a subsidiary of Service Pipeline.

Four million cubic feet of gas per day were recovered on a test of the Sundance at the No. 3 Horne, nw ne sw 11-20n-79w, in South Medicine Bow, Carbon County. The operators are McElroy Ranch, Natural Gas and Oil, and Bruce Anderson. The test was of the interval 5866-93 feet. At last report the operators were coring ahead.

The California Co. found some oil shows at the No. 1 Govt., sw sw sw 14-30n-95w, in Fremont County, and was coring below 2280 feet. The test is in wildcat territory.

Hancock Oil will test the Tensleep in a wildcat in the Zimmerman Butte area of Hot Springs County. The well is the No. 1 Govt., c sw sw 27-44n-93w, and the objective is expected at 5500 feet.

Husky Oil Co. was drilling below 4900 feet at the No. 1 Cottonwood Land and Cattle, sw nw nw 26-45n-98w, in Hot Springs County. No shows have thus far been encountered.

True and Brown abandoned the No. 11-1 State, c ne ne 11-32n-77w, in South Big Muddy, Converse County. The well was drilled to 5290 feet total depth.

Richfield Oil and Cities Service Oil abandoned the No. 1 Cliff Creek Unit, c nw ne 23-37n-114w, in Sublette County, after drilling to 9815 feet total depth. Some gas was encountered but failed to hold up.

Colorado

West of the Little Beaver field in Adams County, the No. 1 Doss, a wildcat, has recovered oil at a rate of from 40 to 60 barrels per hour. The well, north of the Leader field, where gas production has been encountered, is in se se sw 8-2s-59w. The oil recovery from the No. 1 Doss was from the interval 6253-61 feet, which is in the J sand.

J. M. Thomson has shut in his new gas producer in Washington County. The well is the No. 1 Heiserman, se se sw 25-3n-50w. On a test of the D sand from the interval 3958-93 feet, operator recovered 2,500,000 cubic feet of gas per day.

The Texas Co. recovered 323 barrels of oil per day from the No. 1 Treleaven, ne sw sw 32-5n-95w, Moffat County. Production was from the Morrison, which was topped at 6296 feet.

In the Slater Dome area of Moffat County, Quintana Production completed the No. 1 C. F. & I. Corp., ne se sw 13-12n-89w, with production a million and a half cubic feet of gas per day. The production was obtained from the interval 2534-42 feet in the Mesaverde.

Another gas producer, Stanolind Oil and Gas Co.'s No. 1 State, c se se 16-3n-59w, Morgan County, was tested for 2,374,000 cubic feet per day. Production was from the D sand.

Montana

Shell Oil Co. was drilling ahead below 7000 feet at the No. 14-34 Unit, c se sw 34-5n-61e, Fallon County, after finding additional oil in the Madison. The latest test showed 2130 feet of fluid, 90 per oil, and 100 feet of oily water, which was 15 per cent oil. The test was of the interval 6857-6905 feet. In a previous test of the interval 6828-58 feet, the recovery was 1720 feet of oil.

Union Oil and Carter Oil Cos. recovered a flow of 516 barrels of oil in a 20-hour test of the No. 1 Miller-Tribal, c nw ne 7-33n-6w, Glacier County. Production was from the lower Mississippian. Operators were preparing to swab.

Continental Oil swabbed at the rate of 20 barrels of oil per hour at the No. 2-A Kincheloe, c sw se 8-11n-32e, Rosebud County, and was waiting on pump.

North Dakota

The California Co. plugged back to 9930 feet at the No. 1 Rough Creek, nw ne 13-148n-98w, in McKenzie County, after casing collapsed. Operator planned to perforate for a test of the zone 9785-9820 feet. The well had been drilled considerably below 11,000 feet.

British-American Oil Producing will drill the No. 1 Wensta, c sw sw 32-163n-73w, in the Willow Lake area of Rolette County. It will be in wildcat area.

Shell Oil Co. was drilling around 1900 feet at the No. 1 Togstad, nw ne 22-153n-69w, in Benson County. The same operator has abandoned

the No. 1 Gigstad, ne nw 10-151n-70w, Benson County. In the eleventh test of a series in the county, Shell will drill the No. 1 Hofstrand, ne ne 2-154n-69w.

Nebraska

Sam Joseph, an independent operator from California, swabbed 25 barrels of oil per hour from the No. 1 Houtby, se se se 5-14n-54w, in Kimball County. The recovery was from the interval 6002-10 feet in the J sand, and operator was installing pump.

Lloyd E. Magneson swabbed 350 barrels of oil per day from the No. 1 State, ne nw nw 36-15n-48w, in Cheyenne County. This is an extension of the Cook-Franzen area. Production was from the D sand from the interval 4376-77½ feet.

New Mexico

Humble Oil recovered 1,000,000 cubic feet of gas per day and 250 feet of oil and gas cut mud from the No. 1 Jicarilla, c nw nw 15-23n-5w, in Rio Arriba County. The recovery was from the interval 6645-78 feet. At last report the operator was drilling below 6900 feet.

Utah

Carter Oil Co. is operator of two units which have been approved by the U. S. Geological Survey. In the Gooseberry Reservoir area of San Pete and Carbon Counties, Carter unitized 20,500 acres. The same operator unitized 29,700 acres in the Cedar Mesa area of San Juan County.

Standard to Rebuild Washington Wharf

Standard Oil Company of California has announced plans to completely rebuild its Point Wells (Wash.) wharf facilities as a model project designed especially to reduce the hazards of fire from ship collision.

The company's dock at the big distributing plant was partially destroyed by fire last January when the tanker J. L. Hanna ran through its wooden surface while attempting to tie up during a fast-running tide.

Standard has estimated an expenditure of approximately $1,000,000 for construction of the dock itself, plus new pipe lines, warehouse building, equipment, and wharf facilities, as well as basic engineering work.

Plans for the new wharf are currently being given final engineering, Standard said, and it is expected that bids for construction will be asked within the next three or four months. The rebuilt facility should be in operation before the end of next summer.

Location of the new wharf will be about 200 feet south of the present location, and its face will be turned about four hundred degrees counter-clockwise. This re-location, it was explained, is expected to overcome tidal influences along the eastern edge of Puget Sound which have often made it troublesome to bring big tankers alongside for discharge of petroleum products.

The wharf is to be constructed on wooden pilings, but will have a steel and concrete deck. Its planned dimensions are 1050 feet long and 50 feet wide. Plans include, in addition to a modern barrel conveyor, a 40x120 foot warehouse to store products on the dock which are awaiting transshipment.

Safety features included in the plans call for a central control of air-operated valves which within a few seconds' time can cut off the flow of any products to the wharf from storage tanks located ashore. They also include an automatic shutoff of all electric power to the dock in the event of a ship collision. This latter precaution eliminates the possibility of sheared electric lines which might contribute to fire hazards.

In addition to these preventive measures is the location of pipe lines scheduled to be laid on the new wharf. Rather than run the lines parallel to the face of the dock, pipes will be brought via two access ways to risers located at each end of the new facility. This planning reduces considerably the possibility that any of them would be broken, even if a tanker should manage to penetrate the concrete deck.

When the new wharf is completed, it will have berthing space for two sea-going tankers, and two barges.

Richfield Oil Corp.'s Parcel A-19 at Long Beach with Camay Drilling Company handling the work. Left to right: Ray A. Hite, driller; O. F. Packard, racker; Pat Worley, derrick; K. R. Smyth, cathead; Joe Harrington, lead tong.

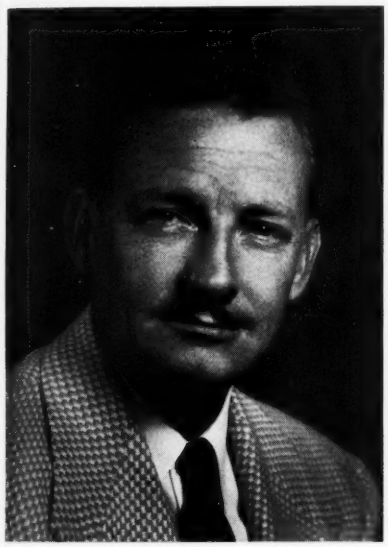
Petrolia Test Drilling Steadily

Moving steadily ahead with the drill, Richfield Oil Corporation at the present writing has reached 1800 feet with its Graham No. 1 explorer on Section 30-1s-2w at Petrolia in Humboldt County. The drill site is two miles northeast of the company's Zanzone No. 1 wildcat which quit as a duster to 2560 feet.

Personalities IN THE NEWS

Johnston Export Office Moves To Houston

W. F. (Bill) Bettis, Vice President in charge of export sales for Johnston Testers, announced recently that the export sales offices of the company would be moved from Los Angeles to Houston effective September 1.



W. F. Bettis

Bettis, who has been in charge of Johnston's export sales since 1934, stated that with enlarged home office facilities such a move is in line with company policy to locate all personnel in its new building in Houston.

Bettis pointed out that in Houston export sales will be more accessible to the foreign markets and would also have a closer liaison with operating personnel in foreign countries.

A recent San Francisco business visitor was George C. Atha, producer and geologist, who maintains headquarters in San Marino and where the oil fraternity make up a large segment of the total population.

Coffin Advances at G. P.

C. F. Coffin has been named Industrial Relations Manager at General Petroleum's Torrance (Calif.) refinery, according to an announcement by Gale L. Adams, General Petroleum's Director of Manufacturing.

Coffin will also be concerned with the Manufacturing Department's operations in Vernon.

Coffin joined General Petroleum in 1934 as a truck driver at Vernon. He became a personnel Field Representative in 1938. After service in the South Pacific during World War II as a Lieutenant Commander in the U.S. Navy, Coffin became an Industrial Relations Representative at the Torrance refinery.

A graduate of Montana State College, Coffin is a member of the Personnel-Industrial Relations Association, the American Legion, the Redondo Beach Lodge of the B.P.O.E., and the University Lions Club.

Galien Joins LeBus

L. "Smokey" Galien has been appointed factory field Representative for LeBus Rotary Tool Works, Inc.

Galien, who has been associated with the oil industry for 27 years, started as a roughneck with Slim Pierce Drilling Company in 1926 and worked for that company as a Driller and Tool Pusher until he joined the staff of Brown Oil Tool Company in 1941.

With Brown, he served as district manager for that company's Ark-La-Tex area until joining the staff of McCullough Tool Company in 1953.

In his new capacity with LeBus, Galien will represent the entire line of LeBus equipment which is directed to all phases of the industry. He will make his headquarters at the LeBus main plant in Longview, Texas.

Lee Wardle Appointed General Sales Manager Globe Oil Tools Company

Charles E. Whittaker, President, Globe Oil Tools Company, Los Nietos, California, recently announced the appointment of Lee Wardle to General Sales Manager. The appointment was effective July 1.

Lee Wardle

Wardle started with Globe in 1938 when he became a member of the sales organization, working in Los Angeles Basin. For the past four years he has been California Sales Manager, establishing branches in Ventura and Bakersfield.

Wardle is well known throughout the California Oil Well Drilling Industry, having spent several years in oil field work prior to joining Globe. He is a member of the American Association of Oil Well Drilling Contractors; American Petroleum Institute, Los Angeles Basin Chapter; Petroleum Production Pioneers, Los Angeles Chapter; and the Petroleum Club of Los Angeles.

Desk and Derrick Announces Nominee for Office

Mrs. Meitzie A. Palmer, prominent Los Angeles oil woman executive, has been selected nominee for President in the coming election of officers of the Association of Desk and Derrick Clubs of North Ameri-

Mrs. Meitzie A. Palmer

ca at their annual convention to be held September 7-8, 1954, at Banff, Alberta, Canada. On the ballot with Mrs. Palmer is Miss Lydia Babka, San Francisco, candidate for the office of Secretary. Presently serving as the Association's 1st Vice President, Mrs. Palmer has for the past year worked closely with Miss Babka, the Association's Director for Region V comprising Desk and Derrick Clubs on the Pacific Coast.

Miss Lydia Babka

Mrs. Palmer, who has been associated with the oil industry since 1931, has been active in the Los Angeles Desk and Derrick Club from the time of its inception in 1950 and is a charter member. She assisted materially in the preparation of the charter and by-laws of this Club which was the third organization of its kind to be formed on the Continent. Prior to her election as 1st Vice President of the Association, she was a member of the Association's Business and Rules Committee and represented the Los Angeles Club as a delegate at the convention in Denver, Colorado, in 1953.

In addition to local civic activities, Mrs. Palmer has served outstandingly on a local, district and State level in the California Federation of Business and Professional Women's Clubs. She is Secretary-Treasurer of the San Jose Development Company, Secretary and Office Manager for Lawrence Vander Leck and R. G. Whealton, Petroleum Consultants, and operates an Executive Secretarial Service in Los Angeles.

Miss Babka was one of the founders of the San Francisco Desk and Derrick Club and was its first president in 1952. She has served continuously as Chairman of the Club's By-Laws Committee and was 1953 Chairman of the Membership Committee as well as a member of the Association's 1953 Business and Rules Committee prior to her appointment as Director of Region V.

A native of San Francisco, Miss Babka graduated from the University of California at Berkeley with a B.S. Degree in Business Administration, and is a member of Phi Chi Theta, a national professional sorority. She is Executive Secretary to Mr. T. C. Moroney, Secretary and Head of the Legal Department, Honolulu Oil Corporation.

The Bureau of Land Management of the U. S. Department of Interior has opened an office in Bakersfield. A greater part of the 41,000,000 acres of public lands still to be appropriated in 12 Southern California Counties is administered from the Kern County oil city under the authority of Virgil L. Bottini, range manager.

Raymond E. Luton, Ohio Oil Company vice president and manager of refining, has just won his 30 year service award. A life-long oil man, his father, Charles B. Luton, was a widely known driller-operator.

The Kern County Land Company's annual safety award was won this year by the firm's employees on the Poso Ranch. Formal presentation of the award was made by Charles E. Awenius, personnel manager. The benefit of the excellent safety record was reflected by a reward of two extra days vacation for all employees on the ranch payroll last June 30.

Allyn C. Miller, former technical operations supervisor of California Research and Development Company in the San Francisco district, has joined the staff of Stanford Research Institute as assistant chairman of the chemistry department.

Herbert Hoover Jr., recently nominated to be Undersecretary of State, is held in high esteem by the California oil fraternity. He was the founder in 1935 of the United Geophysical Company, Pasadena, and also identified with other leading oil enterprises.

Hugh Lacy of the Urich Oil Company of Whittier at present is ensconced in Greer Lake County, Okla., where he is supervising his concern's field operations in the Lake Creek area.

Cuba oil exploration and development has called George Noonan to the West Indies island. George, whose career in California was long and eventful, was one of the first to take down a well in South Cuyama. He is with the United States-Cuba Oil and Drilling Corporation at Havana, holders of some 165,000 acres of ground in Cuba. Noonan maintains a California residence in Santa Barbara.

The new Harrlew Oil Company of Bakersfield is headed by L. A. Grubbs as president, and Harry J. Wilson is secretary. The company is primarily designed to buy and sell oil leases in Kern County.

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TAMPICO, Phone 2-30-97

VENEZUELA
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TFS4-8

Republic Supply Supervisors Get Diplomas

Members of a group of company supervisors, who completed the supervisors' training course in human relations of The Republic Supply Company of California were presented with certificates by President John J. Pike at the completion of their courses on July 28.

In making the presentations, President Pike said, "We are steadily moving into an era in business management in which rule by one man is becoming quite rare in larger organizations. Also gaining momentum is the sympathetic understanding and application of good human relations by all levels of supervision. Industry now has a trend toward a greater delegation of responsibility and authority with emphasis on human relations so that a well-run business is virtually a joint enterprise with all of the employees participating in one degree or another.

"As a business grows larger we believe it is sound management to delegate responsibility and authority wherever possible to those individuals who are the most adept in dealing with people. This calls for courses of training like the one you have just completed so that every supervisor may have definite instructions in the conduct of his job, on how to interpret company policy for those under him and how to keep every man under his supervision contented and efficient."

Similar training courses will be given throughout the organization at all levels of management, including the executive personnel, according to Mr. Pike.

Pease Joins Sunray

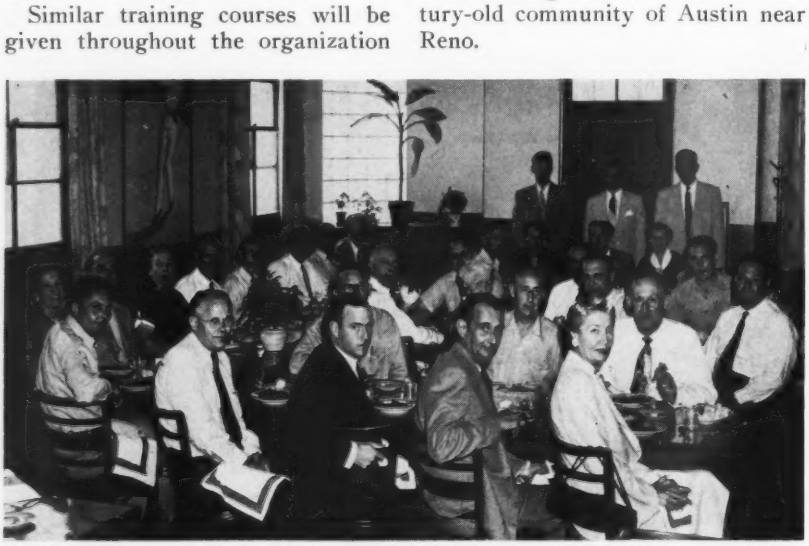
EVERETT W. PEASE has joined the Sunray Oil Corporation, California District, as Chief Geologist in the Exploration Department, it was announced by F. W. Borden, California District Manager.

Mr. Pease graduated from the University of California at Los Angeles in 1941 with an A.B. Degree in Geology. From that date until 1949 he was District Geologist for Amerada Petroleum Corporation except for three years, from 1942 to 1945, when he served as a Lieutenant in the United States Navy where, among other duties, he saw service at the Normandy invasion.

From 1949 until early in 1953 he was employed by Sunray Oil Corporation, California District, as District Geologist, and through 1953 and 1954 to date has engaged in his own consulting practice with headquarters in Bakersfield.

Mr. Pease is a member of the A.A.P.G., and brings to the California District of Sunray a wide experience in Arizona, Utah and Nevada, as well as California geology.

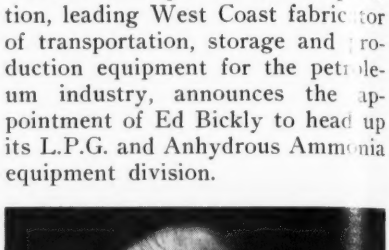
Fred Vollmer, California pioneer operator, is now identified with Uranium Mines, Inc., of Nevada, owner of Rundberg claims near the century-old community of Austin near Reno.



Supervisors group of The Republic Supply Company of California meet to receive diplomas upon completion of training course in human relations. President John J. Pike, (standing center rear) presented diplomas personally.

Ed B. Bickly Joins American Pipe & Steel Corporation

American Pipe & Steel Corporation, leading West Coast fabricator of transportation, storage and production equipment for the petroleum industry, announces the appointment of Ed Bickly to head up its L.P.G. and Anhydrous Ammonia equipment division.



Ed. B. Bickly

According to Carl Dahlberg, Vice President in Charge of Sales of this fifty year old Southern California steel fabricating corporation, this appointment inaugurates a program of increasing activity in the important fields of liquid petroleum gas and anhydrous ammonia including extension of the range of equipment already made famous over many years.

Bickly brings to American ten years of experience as an engineering sales executive in the L.P.G. equipment field with such well known companies as Butler Manufacturing Co. of Kansas City and North Texas Tank Company of Denton, Texas.

Robert G. Bundy, Southern California Petroleum Corporation secretary-treasurer, and Ray O. Turner, head of SCPC's Camay Drilling Company division, are on an extended business junket in South America. Main points of interest include Buenos Aires, Rio De Janeiro, Montevideo and Caracas. Southern California Petroleum's headquarters are in Los Angeles.

Engineers Gather in Los Angeles For Petroleum Conference

Engineers from across the nation will converge on Los Angeles Sept. 27-29 for the Ninth Annual Petroleum-Mechanical Engineering Conference sponsored by the Southern California Section of the American Society of Mechanical Engineers, L. F. Strader, General Chairman of the Conference Committee, announced recently.

With headquarters at the Statler Hotel, the convention will feature technical sessions, luncheons, inspection trips through Southland petroleum plants, and entertainment.

According to Strader, eighteen technical sessions will be held during the three day conclave, during which 38 technical papers will be presented. Prominent research, project and production engineers and leading petroleum executives will conduct the six daily sessions covering such subjects as mechanical features of new processes, underground engineering, pipe line design and operation, and drilling operations.

Special field trips have been prepared through the Long Beach Harbor, Union Oil Co.'s Brea Research Laboratory in Brea, Calif., and leading oil refineries and petroleum plants.

The American Society of Mechanical Engineers, known as a "founder" society in the engineering profession, includes more than 37,000 engineers divided into eight regions nationally, and more than 18 professional divisions. Founded 72 years ago, ASME is devoted to promoting the art and science of mechanical engineering and allied arts and sciences; the promotion of research and fostering of engineering education; the advancement of engineering standards; and the broadening of the usefulness of the engineering profession.

With more than 1800 members and headquarters in Los Angeles, the Southern California Section of ASME ranks fourth nationally in membership by city. Officers of the Section include:

L. F. Richardson, chairman; R. M. Hatfield, vice-chairman; F. J. Fontana, secretary-treasurer.

Making arrangements for the conference are:

L. F. Strader, General Chairman; Clay Colley, General Secretary; O. H. Jacobson, Registration Committee; J. R. Phares, Printing and Signs Committee; George Hallen, Hotel Committee; Norman Lynn, Publicity Committee; R. M. Hatfield, Entertainment Committee; L. V. Leonard, Reception Committee; George W. Ehrhart, Plant Trips Committee; R. F. O'Mara, Finance Committee; Earl Sage, Treasurer.

Robert Muckler, 65, assistant to the president of Superior Oil Company at Los Angeles, died recently in California Hospital, Los Angeles. A former banker, Muckler was manager of the State Fair from 1937 to 1940, when he resigned to join the oil company. He had resided in Southern California since 1922.

George H. Taber, 64, who retired as president of the Sinclair Refining Company in 1948, died recently in Rye, N. Y.

Concho Petroleum Company of Dallas, which together with Southern California Petroleum Corporation and Signal Oil & Gas Company of Los Angeles, is drilling a joint test in the West Sandusky area, Grayshon County, Texas, is headed by Dr. J. C. Karcher. The Texas oil man holds considerable fame for his pioneering in the use of seismic methods in development of petroleum.

Appointment of C. L. Parkhill Jr. as Western division sales manager of Anchor Petroleum Company has been announced. He will be located in San Francisco where his company has opened a new sales office. Parkhill has a background of many years of activity in the liquid petroleum gas field. His career started with the firm of Parkhill-Wade of Los Angeles in 1934.

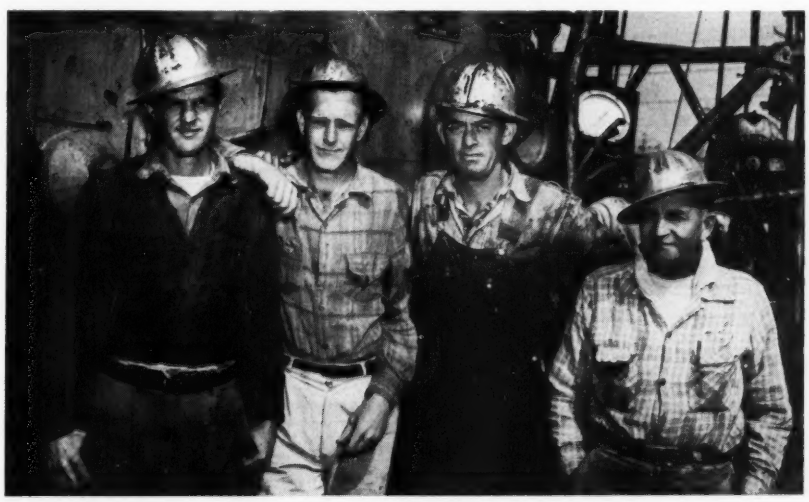
During a rock hunting trip with his son, Dr. John Peter Buwalda, 67, founder of the geological department of the California Institute of Technology, died in Ventura County. Dr. Buwalda, foremost expert on structural and engineering geology, was prospecting with his son, Robert, 21, a University of California student, on Frazier Mountain in Ventura County.

Following a visit to most of the leading business centers in the Midwest, Jack Lane, American Pipe & Steel Corporation, is back at his desk in Alhambra. Jack is president of the widely known oil field supply organization.

"Did you take my seat?" asked little Harold timidly of an older boy.

"I sure didn't. Don't you believe me?" Butch answered belligerently.

"I guess you ought to know," Harold quavered, "'cause I left my ice cream cone on it."



L. B. O. D.'s well No. W-106 on Terminal Island. Left to right: B. D. Jones, floorman; J. A. Scott, floorman; W. C. Johnson, derrick; H. R. Barber, head well puller.

THIS

LAUGH OFF!!

The newlyweds booked the honeymoon suite in a hotel. The bride was a beautiful creature, truly statuesque in figure, and her husband was obviously very much in love with her. The walls were thin, and two sailors occupied the next room.

"My dearest," said the husband, "you are so beautiful. Guess I'll get a sculptor from New York to model you."

A moment later there was a knock on the door. "Who's there?" asked the husband.

"Two sculptors from New York."

An insurance salesman tells about a valuable wardrobe which his firm insured for a client during an European trip. Upon reaching London she wired: "Gown lifted in London."

After due deliberation he sent this reply: "What do you think our policy covers?"

The motorist behind the car in which little June was riding was blowing the horn impatiently at every stop.

"Gee," June said, "I bet his mother's sorry she got him a horn for Christmas."

Little Julie was very upset when an older boy in the neighborhood ran over her dog.

"If it dies, I'll replace it," the boy promised.

"Don't flatter yourself," Julie sobbed bitterly.

"In what battle did Gen. Wolf, hearing of victory, say, 'I die happy?'" asked the history teacher.

"I don't know," Joan said, puzzled, "but I bet it was one of the last ones."

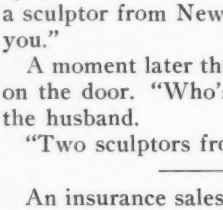
Four year old Doris was quite disappointed when her family moved to a smaller house. Her room was quite tiny compared to the one she had had before.

"Dear, don't you think you're going to have enough room?" asked her mother.

"I'll be all right," Doris sniffed, "but I'm afraid my guardian angel will have to move out."

"And it rained and rained and rained," explained the Sunday school teacher as she was telling of Noah and the Ark.

"Gee," popped up Bobby, "I sure hope you had your umbrella with you."



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